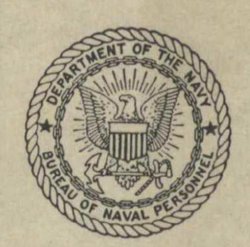
NavPers 132 (Revised 4-46) RESTRICTED



LOG BOOK

OF THE

U. S. S. USS X-1

SS X-1
IDENTIFICATION NUMBER

COMMANDED BY

LIEUTENANT KEVIN HANLON, U. S. N.

Attached to the ______ Naval ______ District

District Headquarters at ______

Section Headquarters at ______

or

Attached to
- COMMANDER SUBMARINE DIVISION 82 Division,
- COMMANDER SUBMARINE SQUADRON 8 Squadron,
- COMMANDER SUBMARINE FORCE ATLANTIC FLEET Flotilla,
- COMMANDER IN CHIEF ATLANTIC FLEET Fleet,

Commencing 1200 7 OCTOBER, 1955,

and ending 2400 31 DECEMBER, 1955

U. S. GOVERNMENT PRINTING OFFICE : 1953 O - 241963

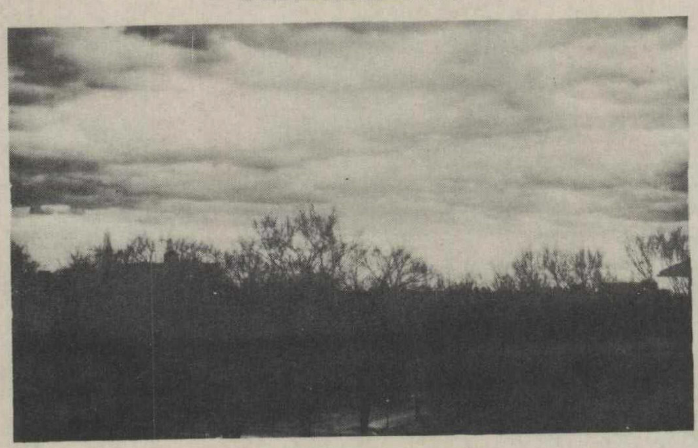
PICTURES OF CLOUD FORMS DESCRIBED IN "DIRECTIONS FOR KEEPING THE SHIP'S LOG"



CUMULUS (Cu)



CUMULONIMBUS (Cb)



STRATOCUMULUS (Sc)



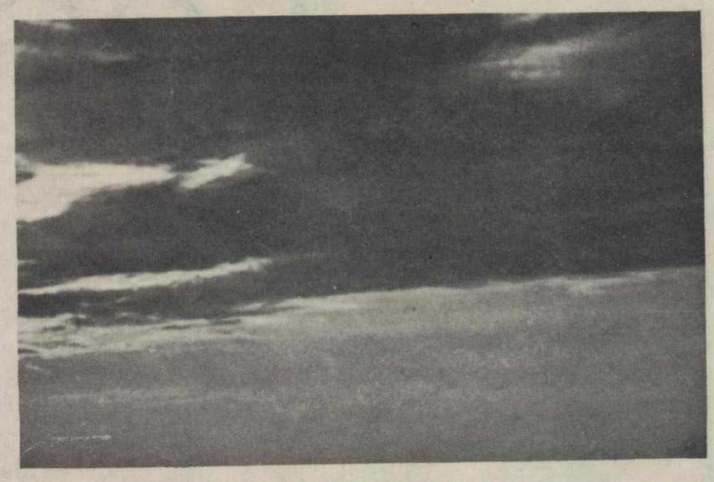
STRATUS (St)—Same cloud with rain or snow Nimbostratus (Ns)



ALTOCUMULUS (Ac)



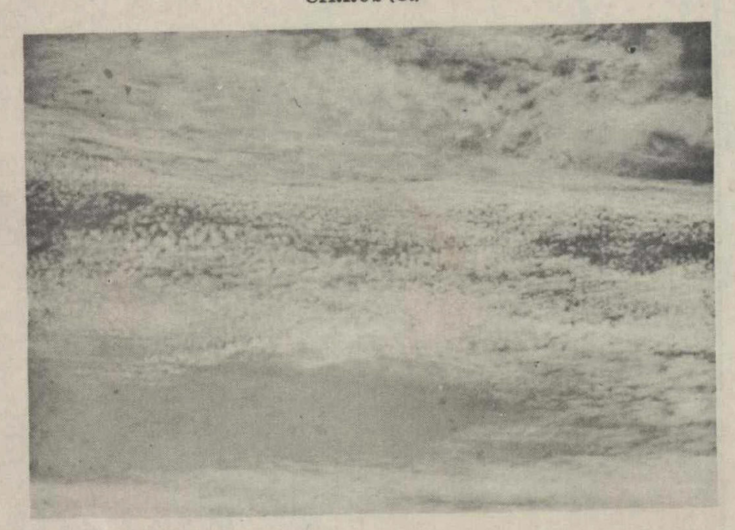
ALTOSTRATUS (As)



ALTOSTRATUS (As)



CIRRUS (Ci)



CIRROCUMULUS (Cc)



CIRROSTRATUS (Cs)

DIRECTIONS FOR KEEPING THE SHIP'S LOG

(1) Article B-1003 (revised 4-46), Bureau of Naval Personnel Manual, provides that the following vessels use this log book, NavPers 132 (revised 4-46):

Commissioned vessels in the inactive fleets.

Commissioned vessels operating directly under a district commandant.

Commissioned vessels especially authorized because of limited personnel and/or restricted duty assignment.

The instructions contained in U. S. Navy Regulations, 1920, which govern the preparation of the monthly loose-leaf log are contained on the reverse of this page in their entirety and will govern the preparation of this log as far as they apply. Articles B-1001, through B-1007 (revised 4-46), Bureau of Naval Personnel Manual, are given on the following pages and contain the instructions for the preparation and submission of this log book as well as the monthly loose-leaf log.

(2) Vessels authorized by Article B-1003 (2), (3), (4) (revised 4-46), Bureau of Naval Personnel Manual, to use this log book will prepare the log in rough form for retention on board (see Article 1022 (3), U. S. Navy Regulations, 1920) and in smooth form for submission to the Bureau of Naval Personnel. The smooth log will be written in ink and will be regarded as the official log of the vessel. The commanding officer will indicate his approval of the log by affixing his signature to the rough log and smooth log daily.

(3) This log book contains 110 pages and is devised to provide for a complete 3-months' record. It is intended that the remarks for a single day be recorded in their entirety on a single page and that the closing entry in the book be for the last day of the last calendar month of a 3-months' period. If more than a single page is required to record the remarks for a single day, the additional remarks will be recorded on the page next following, and if the number of pages so utilized precludes a complete 3-months' record in the book, the closing entry in the book will be for the last day of the second calendar month of a 3-months' period. In all cases, data for any single calendar month will be recorded in a single book and not split between two books. This paragraph applies specifically to the preparation of the smooth log.

(4) Vessels operating under a district commandant and thus authorized by Article B-1003 (3) (revised 4-46), Bureau of Naval Personnel Manual, to use this log form shall submit the smooth log by registered mail direct to the Bureau of Naval Personnel (unless the district commandant requires it to be submitted via his headquarters) at the end of such calendar month as the book has been filled in accordance with the instructions contained in paragraph (3) above. (See paragraph (6) below.)

(5) Vessels authorized by Article B-1003 (2) (4) (revised 4-46), Bureau of Naval Personnel Manual, to use this log book, will forward the smooth log by registered mail direct to the Bureau of Naval Personnel at the end of such calendar month as the book has been filled in accordance with the instructions contained in paragraph (3) above. (See paragraph (6) below.)

(6) The smooth log will be mailed flat, between binder boards, and in envelopes devised for this purpose, such binder boards and envelopes to be furnished by the Bureau of Naval Personnel upon request.

(7) The log will be kept in ZONE TIME.

(8) The several blanks in the heading of each page of the log will be correctly filled—

(*a*) By the *name* and *identification number* of the vessel.

(*b*) The "place at" or "passage from" and the "place to."

(*c*) The zone description of the time being kept, and the date.

(9) In the first and second blank columns is to be entered, at the respective hours, the total distance run in *nautical miles* and tenths as obtained from the reading of the log or estimated distance run during the 4-hour watch in nautical miles and tenths as obtained from the dead-reckoning position.

(10) In the third blank column are to be entered the actual courses by compass made good during the respective hours while at sea, or the ship's head while in port. State whether compass used was gyro or standard magnetic.

(11) In the fourth blank column, headed "Wind (True)," "Direction Moving From (in degrees)," is to be entered the true direction from which the wind blows at the time of observation, both at sea and in port, or at anchor.

(12) In the fifth blank column, headed "Wind (True)," "Force (Knots)," is to be entered the estimated force or strength of the wind in knots at the time of observation according to the table, both at sea and in port. Check with anemometer where one is available.

(13) In the sixth blank column, headed "Barometer (Corrected)," "Height in Inches," is to be entered the reading of the barometer, in inches and hundredths, corrected for height above water line and for temperature, at the time of observation.

(14) In the seventh blank column, headed "Barometer (Corrected)," "Reading Attached Thermometer," is to be entered the temperature in degrees, of the air adjacent to the barometer, by recording the reading of the thermometer attached to the barometer.

(15) In the eighth and ninth blank columns, headed "Air Temperature," "Dry Bulb," "Wet Bulb," are to be entered at the time of observation as indicated, the temperature of the air as shown by an exposed thermometer and the temperature of the air taken by an exposed wet-bulb thermometer.

(16) In the tenth blank column, headed "Weather by Symbols," are to be entered the distinctive characteristics of the weather at the time of observation, in conformity with the table of the state of weather numerals.

(17) In the eleventh blank column, headed "Clouds," "Form (by Abbreviations)," are to be entered the distinctive characteristics of the clouds at the time of observation, in conformity with the abbreviations employed to represent the nomenclature of the several cloud forms, as set forth in the table.

(18) In the twelfth blank column, headed "Clouds," "Ceiling," is to be entered the height in *hundreds of feet* of the base of the *lowest* cloud; thus, the figure 75 would represent a ceiling of 7,500 feet, and the figure 06 would represent a ceiling of 600 feet. Cloudiness at an altitude of over 10,000 feet is not considered to be a ceiling; therefore, 99 is the highest figure which will appear in this column.

(19) In the thirteenth blank column, headed "Clouds," "Moving From (in degrees true)," is to be entered the true direction, in degrees, from which the clouds are moving.

(20) In the fourteenth blank column, headed "Clouds," "Total Amount of Sky Covered," is to be entered the proportion of cloudy sky in parts from 1 to 10; thus 0 will represent "Entirely clear," while 3 will represent "3/10 of the sky is obscured."

(21) In the fifteenth blank column, headed "Visibility," is to be entered the numeral indicating the degree of visibility in accordance with the visibility table.

(22) In the sixteenth blank column, headed "Sea Temperature," "At Surface," is to be entered at the time of observation when practicable, the temperature of the sea water at the surface (bucket temperature). Immerse a thermometer in a bucket of freshly drawn sea water, withdraw the thermometer after about 3 minutes and read immediately. This temperature is desired for open sea and unfrequented bays and anchorages.

(23) In the seventeenth blank column, headed "Sea Temperature," "Main Injection," is to be entered the temperature of the water at injection, at the time of observation.

(24) In the eighteenth, nineteenth, twentieth, and twenty-first blank columns, headed "Sea From," "Sea Amount," "Swell From," and "Swell Amount," is to be entered for the respective hours when at sea or at exposed anchorages, the conditions of the sea and swell in accordance with the tables. North shall be indicated as "32." Use zeros in the respective columns to indicate no sea or no swell.

(25) The blanks under the headings "Position," "Fuel," and "Magazine Temperatures" are to be carefully and correctly filled as far as applicable, daily, either by numbers or the word "none" or the words "no observation."

(26) It is not intended that the log be written by watches or that the remarks entered during the respective watches be signed by the watch officers, as is required in writing the monthly loose-leaf log; however, under "Remarks" is to be entered daily, in the regular order of time, in plain language, every official transaction (which has not been entered in the proper column) that takes place on board the vessel, and in view of the vessel, as prescribed in U. S. Navy Regulations, 1920. The state of the weather and the sea will be entered under "Remarks" only when circumstances render it necessary to a proper interpretation of the columnar data.

(27) Logs are often found deficient in information relating to injuries, accidents, and casualties happening among officers and crews. The large number of claims for pensions submitted by persons who have served in the Navy, alleging injury received while in the naval service, renders this information of great importance to the Government, both to protect it from false claims and to furnish a record for honest claimants: therefore, entries shall be made in the log of any and every injury, accident, or casualty, however slight, among the officers, crew, or passengers on board, giving the particulars of such injury, accident, or casualty.

FORCE OF WIND	VELOCITY	
BEAUFORT'S SCALE	Velocity Knots	Terms Used in U. S. Weather Bureau Forecasts
0.—CALM. Sea like a mirror	Less than 1	Calm
1.—LIGHT AIR. Ripples—no foam crests	1-3	Light
2.—LIGHT BREEZE. Small wavelets, crests have a glassy appearance and do not break	4-6	Do.
3.—GENTLE BREEZE. Large wavelets, crests begin to break. Scattered whitecaps	7-10	Gentle
4.—MODERATE BREEZE. Small waves becoming longer. Frequent whitecaps	11-16	Moderate
5.—FRESH BREEZE. Moderate waves, taking a more pronounced long form; many whitecaps, some spray	17-21	Fresh
6.—STRONG BREEZE. Large waves begin to form; extensive whitecaps everywhere, some spray	22-27	Strong
7.—MODERATE GALE. Sea heaps up and white foam from breaking waves begins to be blown in streaks along the direction of the wind	28-33	Do.
8.—FRESH GALE. Moderately high waves of greater length; edges of crests break into spindrift. The foam is blown in well-marked streaks along the direction of the wind	34-40	Do.
9.—STRONG GALE. High waves. Dense streaks of foam along the direction of the wind. Spray may affect visibility. Sea begins to roll	41-47	Gale
10.—WHOLE GALE. Very high waves. The surface of the sea takes on a white appearance. The rolling of the sea becomes heavy and shock-like. Visibility is affected	48-55	Do.
11.—STORM. Exceptionally high waves. Small and medium sized ships are lost to view for long periods	56-63	Whole Gale
12.—HURRICANE. The air is filled with foam and spray. Sea completely white with driving spray; visibility very seriously affected	64-71	Hurricane
13.—HURRICANE	72-80	Do.
14.—HURRICANE	81-89	Do.
15.—HURRICANE	90-99	Do.
16.—HURRICANE	100-109	Do.
17.—HURRICANE	110-118	Do.

STATE OF WEATHER

(Numerals to be used in recording the weather—international designations)

0.—Cloudless, clear sky to $\frac{1}{10}$ of sky obscured.
1.—Partly cloudy, from $\frac{1}{10}$ to $\frac{5}{10}$ of sky obscured.
2.—Cloudy, from $\frac{5}{10}$ to $\frac{9}{10}$ of sky obscured.
3.—Overcast, over $\frac{9}{10}$ of sky obscured.
4.—Haze (visibility over 1,100 yards).
7.—Distant lightning.
13.—Ugly, threatening sky.
14.—Squally weather.
16.—Waterspout seen.
19.—Signs of tropical storm (hurricane).
40.—Fog.
49.—Fog in patches.
50.—Drizzle.
60.—Rain.
69.—Rain and snow, mixed.
70.—Snow.
81.—Showers of rain.
83.—Showers of snow.
88.—Showers of hail, or rain and hail.
90.—Thunderstorm.
97.—Thunderstorm, heavy.

VISIBILITY

(Numerals to be used in recording visibility in thousands of yards. Range finder readings of known landmarks should be used as scale.)

Scale	*Objects not visible at*	*Description*
0	50 yards	Dense fog.
1	200 yards	Thick fog.
2	400 yards	Fog.
3	1,000 yards	Moderate fog.
4	1 nautical mile	Thin fog or mist.
5	2 nautical miles	Visibility poor.
6	5 nautical miles	Visibility moderate.
7	10 nautical miles	Visibility good.
8	30 nautical miles	Visibility very good.
9	Over 30	Visibility excellent.

EXTRACTS FROM THE UNITED STATES NAVY REGULATIONS, 1920, RELATIVE TO THE LOG

24. All punishments inflicted by the commander, or by his order, except reprimands, shall be fully entered upon the ship's log.

217. Entries in the log regarding punishments shall include the name, rank, or rating of the offender, the date and nature of the offense, and the kind and degree of punishment. The date of every suspension, arrest, confinement, and restoration to duty shall also be entered upon the log book. (Art. 24.)

824. (2) He [the officer about to be relieved] shall sign the log books, * * * and all other papers requiring his approval, up to the date of his relief.

830. * * * All general orders issued by the Secretary of the Navy or the commander in chief which may in any degree affect the crew shall be read to the officers and crew by an officer, under the direction of the commanding officer, at the first quarters after their receipt and the fact entered in the log book. * * *

841. (1) In case of the loss of the ship, her commanding officer shall remain by her with officers and crew as long as necessary and save as much Government property as possible. Every reasonable effort shall be made to save the log book, muster roll, accounts of officers and crew, and other valuable papers.

861. (2) The names of all passengers and the dates of arrival on board and departure shall be entered in the log book and reported to the Bureau of Naval Personnel.

880. (1) The commanding officer of a ship shall, immediately before leaving and as soon as practicable after entering port, require the navigating officer to ascertain the draft of the ship, forward and aft, and enter it in the log book.

884. (1) The commanding officer shall select a safe place to anchor. After anchoring he shall have such bearings and angles taken and entered in the log book as will enable the exact position of the ship to be located on the chart.

(2) He shall, if the ship is anchored at a place not surveyed, and if practicable, have the depth of water and character of the bottom examined for at least three cables' length around the ship. The result shall be entered in the log book.

908. (1) The commanding officer shall cause to be entered in the log book the name and rank or rating of any person who may die on board, with a statement as to the exact time and cause of death.

997. (4) The engineer officer shall furnish to the navigating officer daily the data concerning the engineer department required by the ship's log book.

1019. (4) All courses and bearings that are entered in the log book, as well as bearings for computation, shall be marked to show whether they are true, magnetic, or by the standard compass, and in the last case the ship's head "per standard compass" must be stated, and the deviation on that heading given.

1022. (1) The navigating officer shall have charge of the preparation and care of the ship's log. It shall be his duty, subject to orders from the commanding officer, to see that the watch officers receive instructions relative to the correct manner of keeping the log as may be necessary to insure the proper preparation of same.

(2) When the ship is commissioned he shall begin the log book by entering and signing the remarks describing that part of the ceremony which takes place previous to the setting of the watch.

(3) He shall carefully examine the deck log book, see that it is prepared in accordance with the Navy Regulations and the instructions issued from time to time, and call attention of the watch officers to any inaccuracies or ommissions in their entries. He shall then have it accurately copied in the smooth form and placed before the watch officers daily for signature.

The rough deck log and the quartermaster's notebook shall be retained on board for a period of 3 years, except in obedience to a demand from a naval court or board or from the Navy Department. At the end of the 3-year period the rough deck log and the quartermaster's notebook shall be destroyed. On decommissioning, the above records which have not reached the proper age for destruction shall be forwarded to the nearest Naval Records Management Center. (See Art. 1317 (1).)

(4) He shall enter each day in the log the ship's position, the error of the gyro compass in use, the magnetic variation, the deviation of the standard magnetic compass, the amounts of fuel and water expended during the day and the quantity of each remaining on hand at midnight closing the day, and such other data as may be required.

(5) He shall immediately before leaving and as soon as possible after entering port, cause the draft of the ship, forward and aft, to be carefully taken and entered in the log.

(6) The smooth log shall be regarded as the ship's official log. It is to be a correct, certified copy of the deck log book; it shall be typewritten when practicable, and shall be prepared in duplicate. The original of the smooth log shall be forwarded to the Bureau of Naval Personnel at the end of each calendar month by registered mail. The carbon copies shall be retained on board for a period of 2 years and shall be destroyed at the end of the 2-year period. On decommissioning, if the carbon copies have not reached the age for destruction, they shall be forwarded to the nearest Naval Records Management Center. The foregoing sentences of this paragraph refer particularly to cases where the loose-leaf type of log is used. In special cases where a vessel has been authorized by the Chief of the Bureau of Naval Personnel to use some other type of log the foregoing principles shall govern only as far as is applicable to the particular type of log used.

(9) A signal and its meaning shall never be entered together in the ship's log or other record.

(10) When a ship is docked on a foreign station or elsewhere than at a United States navy yard, a copy of the hull board's report shall be entered in the log.

(11) The results of periodical examination of steering gear and a brief statement of steps taken to remedy defects shall be entered in the log.

(12) A copy of a report of action or other report which may be of historical interest shall be entered in the log. [Note: See Alnav 176–43 for modification.]

(13) The meeting and adjourning or recessing of courts-martial sitting on board vessels of the Navy shall be entered in the ship's log. The name and rank of the president or senior member shall be entered.

(14) The name of any person whose signature appears in the log shall likewise be typewritten or stamped.

1031. (6) (*c*) Ship's log books and records in which times are given must include a statement of the "zone description" of the time being kept.

1078. (1) In addition to the entries in the log required by Navy Regulations, the established forms, and by special instructions the officer of the deck shall see that every circumstance of importance or interest occurring during his watch is noted in the deck log book. (See Art. 1022.) Upon being relieved he shall sign his name at the conclusion of his remarks. (See Art. 1371.)

(2) He shall exercise particular care that the meteorological observations are carefully taken and entered in the deck log, in accordance with instructions, and that the signs of approaching bad weather are noted and recorded.

(3) He shall enter the following particulars in the deck log:

(*a*) The name and rank, or rating, and service number, of all persons who may join or be detached from the ship; all enlistments, transfers, discharges, deaths, and desertions; the names of all persons made prisoners by an enemy, and of all absent without leave; the names of all passengers, with times of coming aboard and leaving; courses steered and distances sailed; the time when any particular evolution, exercise, or any other service was performed; the nature and extent of all punishments inflicted, with the name of the offender and his offense; when at sea, the sighting of land, lighthouses, lightships, and of all dangers to navigation.

(*b*) Any accident to the ship, including all cases of grounding, and the loss or injury of boats, spars, sails, rigging, and stores, with all the attendant circumstances and the extent of the injury.

(*c*) Full particulars of any and every injury, accident, or casualty, however slight, among the officers, crew, or passengers on board.

(*d*) All alterations made in the daily allowance of provisions of fresh water per man with the authority and reasons therefor.

(*e*) A mention of the employment of any hired vessel, with a statement of her tonnage, the name of her master or owner, the number of her crew, for what purpose she is employed, and the authority therefor.

(*f*) Every occasion upon which fires in the furnaces are lighted, hauled, or allowed to die out, with the hour of each change. If the engines are in operation, the all shaft average revolutions per minute for each hour, and the corresponding distance run in nautical miles and tenths.

(*g*) The reading of all draft marks before leaving and after entering a port. The draft shall also be entered before and after fueling, and if fuel is taken from a collier, the corresponding drafts of the fuel ship.

(*h*) The dates of commencement and completion of each inventory of equipage taken under the requirements of article 1222 (2).

(*i*) Daily report by ordnance gunner of temperature of magazine. Weekly report of tests of flooding systems and inspection of ammunition spaces. (Art. 1333.)

(*j*) The state of the weather and the sea will be entered in the columns of the log, but will not be duplicated in the watch officer's remarks unless circumstances render it necessary to a proper interpretation of the columns. Watch officers will carefully supervise the entries in the columns, for which they are responsible.

(*k*) Punishments inflicted. (See Art. 1079.)

(*l*) Weekly examination of shell rooms containing loaded shell, test of flood cocks, with appropriate remarks as to conditions.

(*m*) Bearings and angles taken after anchoring.

(*n*) Whenever provisions are delivered on board by a contractor, the exact quantity of each article delivered, the contractor's name, and the name of the officer making the inspection.

(*o*) All cases of confinement and release of prisoners.

(*p*) Time taken to hold collision drill.

(*q*) Summary of orders upon getting under way and duty performed, when directed by commanding officer. (See Art. 1317 (2).)

(*r*) Amount of water carried in double bottoms not specially fitted for carrying reserve feed water.

(*s*) Result of soundings taken in accordance with article 884 (2).

1079. Entries in the log regarding punishments shall include the name, rank, or rating, and service number of the offender, the date and nature of the offense, and the kind and degree of punishment. The date of every suspension, arrest, confinement, and restoration to duty shall also be entered upon the log book.

1214. (2) Whenever provisions are delivered on board by a contractor, an entry shall be made on the ship's log showing the contractor's name, the exact quantity of each article delivered, and the name of the officer making the inspection prescribed in the preceding paragraph.

1277. (6) The master-at-arms shall keep a record of punishments involving confinement, and shall report to the officer of the deck, for entry in the log book, all cases of confinement and release of prisoners.

1304. Exercises at collision drill and at closing water-tight doors and hatches shall be held without warning at other than routine times, and the officers and crew shall be required to observe the signal with the utmost dispatch, and the commanding officer shall determine by careful inspection that all water-tight doors and hatches have been properly closed and secured, and that on vessels supplied with regular collision mats, the mat is ready to be put into place, gear rove and mat stretched. There shall be entered on the log book the time required fully to perform the foregoing requirements. Where doors are not closed properly or gaskets are found in bad condition, special reports from those responsible shall be required.

1317. (1) The commanding officer shall examine the deck log, communication files (except aboard flagships), and engine-room log daily, the electric log, and all expenditure books as occasion may require, and shall approve them on the last day of every month, when they are filled out, and upon the day of relinquishing command. He shall have corrected any inaccuracies or omissions he may observe. After they have been examined by the commanding officer no change or addition shall be made without his permission or direction. The commanding officer shall require all entries in the rough deck log, the engineering log, the engineer's bell book, and the quartermaster's notebook to be made correctly and in a legible manner. Entries in the rough deck log, the engineering log, the engineer's bell book, and the quartermaster's notebook shall not be erased. Such entries as are found to be in error shall be corrected by drawing a single line through them so that the original entry in every case will remain legible. The correct entry shall, if practicable, be inserted immediately following the entry struck out, otherwise it should be entered elsewhere in the log for that watch so that the whole will be neat and legible.

(2) Upon getting underway, the commanding officer shall cause to be entered in the log a brief summary of the orders under which the ship moves, quoting the authority for the orders, and, if written, the number and date thereof; or, if not acting under specific orders, a statement of the reasons for the move. In general, the ship's log should show the character of the duty on which the ship is engaged and the reasons for her movements, in order that it may be of historical value in future years. The commanding officer should, therefore, cause to be entered in the log, from time to time, such brief statements of duty performed and of the conditions surrounding it as may be practicable and advisable. If the orders referred to above are confidential in their nature, the abstract of their contents shall be omitted from the log, the entry then consisting simply of a note of the office of origin, number, and date thereof, by which it will be possible to find the original orders in the files of the issuing office.

(3) Any change or addition to the deck log must be made by the officer in whose watch the event under consideration occurred. An officer of the watch shall not decline to make a change in or addition to his log, when his attention is called to an inaccuracy or omission by the commanding officer or navigating officer, unless he believes the proposed change or addition to be incorrect; in which event he shall, if required, explain in writing to the commanding officer his reasons for this opinion. The commanding officer may then make any remarks concerning this particular inaccuracy or omission that he may deem proper, entering them at the bottom of the page over his own signature.

(5) The carpenter shall take the draft of the ship when entering and just before leaving port, and report it to the navigating officer and to the officer of the deck for entry in the log.

1333. (1) The gunner assigned to ordnance duty shall inspect the magazines daily, and the fact that such inspection was made shall be noted in the ship's log. This inspection shall be made personally by the gunner (if there be one on board) unless he is incapacitated for duty.

(2) * * * The temperature shall be taken daily and the fact noted in the ship's log book, using the term "normal" for normal conditions and entering the maximum temperature found in any magazine and the minimum temperature found. When abnormal conditions are found, the actual temperatures will be recorded. * * *

(4) The ordnance gunner shall inspect the ammunition stowage spaces and test all of the flood cocks once a week, reporting the result to the executive and gunnery officers and furnishing to the officer of the deck a memorandum report of such test for entry in the ship's log.

1361. (1) Whenever the ship is docked, the engineer officer of the ship shall examine all outboard valves (including the mufflers of submarines) in any way connected with the engineer department, also the propellers and shaft tubes, and the result shall be entered in the engineering and ship's logs. The first lieutenant shall examine all other outboard valves, and also the rudder and other underwater fittings, and enter their condition in the ship's log.

1364. (1) Under ordinary conditions all compartments of the double bottom, except those specially fitted for carrying reserve feed water and fuel oil, shall be kept dry; they may, however, be utilized for carrying fresh water for steaming purposes whenever, in the opinion of the commanding officer, it may be necessary, and the amount of water so carried shall be entered in the ship's log, and before sailing a special report of same shall be made to the Bureau of Ships.

1367. (11) The result of the periodical examination of the steering gear and a brief statement of the steps taken to remedy any defects that may be found therein shall be entered in the ship's log.

1692. (6) The commanding officer shall cause the proper entries of the facts, of which he shall be the judge, to be made in the log and in the individual's pay accounts. No entry of any kind will be made on a continuous-service certificate. It will be forwarded incomplete with the service record to the Bureau of Naval Personnel.

CominCh and CNO rest. ltr. FF1/A12–1, Serial 7381 of 15 September 1945, to All Ships and Stations directs that as of 1 November 1945 and thereafter, ships' logs and quartermaster's notebooks will be classified RESTRICTED.

DIRECTIONS FOR KEEPING THE SHIP'S LOG

SWELL CONDITIONS

Code Figure	Approximate Height in Feet	Description		Approximate Length in Feet
0	0	No swell		0
1	1–6	Low swell	Short or average	0–600
2			Long	Above 600
3	6–12	Moderate	Short	0–300
4			Average	300–600
5			Long	Above 600
6	Greater than 12	High	Short	0–300
7			Average	300–600
8			Long	Above 600
9	----------	Confused		----------

The direction from which the swell moves to be recorded in numerical points from 1, N x E, to 32 N.

CLOUD FORMS

(Description and abbreviations to be followed in recording clouds)

LOW CLOUDS

1. CUMULUS (CU), WOOL-PACK CLOUDS.—*Dense clouds with vertical development; the upper surface is dome shaped and exhibits rounded protuberances, while the base is nearly horizontal.* When the cloud is opposite the sun the surfaces normal to the observer are brighter than the edges of the protuberances. When the light comes from the side, the clouds exh.bit strong contrasts of light and shade; against the sun, on the other hand, they look dark with a bright edge. The mean lower level of cumulus clouds is 1,600 feet. The mean upper level varies greatly with the season. In the trade wind regions, the tops of the cumulus clouds generally indicate the depth of the trade wind.

2. CUMULONIMBUS (CB), THE THUNDERHEAD.—*Heavy masses of cloud rising in the form of mountains, turrets, or anvils, generally surmounted by a sheet or screen of fibrous appearance (false Cirrus) and having at its base a mass of cloud similar to nimbus.* From the base local showers of rain or snow (occasionally of hail or soft hail) usually fall. Sometimes the upper edges assume the compact form of cumulus, and form massive peaks round which delicate "false Cirrus" floats. At other times the edges themselves separate into a fringe of filaments similar to Cirrus clouds. This last form is particularly common in spring showers. The front of thunder clouds of wide extent frequently presents the form of a large arc spread over a portion of a uniformly brighter sky. The mean lower level of cumulonimbus clouds is 1,600 feet. The mean upper level is variable, depending upon the latitude and season. The tops of these clouds have been observed at 40,000 feet; 20,000 feet is a reasonable average.

3. STRATOCUMULUS (SC).—*Large globular masses or rolls of dark clouds often covering the whole sky.* The smallest of the regularly arranged elements are fairly large; they are soft and gray, with darker parts. These elements are arranged in groups, in lines, or in waves, alined in one or two directions. Very often the rolls are so close that their edges join. When they cover the whole sky they have a wavy appearance. The mean lower level of stratocumulus clouds is close to the surface. The mean upper level is 6,500 feet.

4. STRATUS (ST).—*A uniform layer of cloud resembling a fog but not resting on the ground.* When this sheet is broken up into irregular shreds in a wind, or by the summits of mountains, it may be distinguished by the name *Fractostratus* (FS). The mean lower level of stratus clouds is close to the ground. The mean upper level is 6,500 feet.

5. NIMBOSTRATUS (NS), RAIN CLOUDS.—*A low, amorphous, and rainy layer, of a dark gray color, usually nearly uniform; feebly illuminated seemingly from inside.* When it gives precipitation it is in the form of continuous rain or snow. But precipitation alone is not a sufficient criterion to distinguish the cloud which should be called nimbostratus even when no rain or snow falls from it. There is often precipitation which does not reach the ground; in this case the base of the cloud is usually diffuse and looks wet on account of the general trailing precipitation (virga) so that it is not possible to determine the limit of its lower surface. The mean lower level of nimbostratus is close to the ground. The mean upper level is 6,500 feet.

MIDDLE CLOUDS

1. ALTOCUMULUS (AC).—*Largish globular masses, white or grayish, partially shaded, arranged in groups or lines and often so closely packed that their edges appear confused.* The thin and translucent edges of the elements often show irisations (a corona-like phenomenon) which are rather characteristic of this class of cloud. The mean lower level of altocumulus is 6,500 feet. The mean upper level is 20,000 feet.

2. ALTOSTRATUS (AS), GROUND GLASS CLOUDS.—*Striated or fibrous veil, more or less gray or bluish in color.* This cloud is like thick cirrostratus but without halo phenomena; the sun or moon shows vaguely, with a faint gleam, as though through ground glass. Sometimes the sheet is thin, with forms intermediate with cirrostratus. Sometimes it is very thick and dark, sometimes even completely hid'ng the sun or moon. In this case differences of thickness may cause relatively light pat hes between very dark parts; but the surface never shows real relief, and the striated or fibrous structure is always seen in places in the body of the cloud. Rain or snow may fall from altostratus, but when the rain is heavy the cloud layer will have grown thicker and lower, becoming nimbostratus; but heavy snow may fall from a layer that is definitely altostratus. The mean lower level of altostratus is 6,500 feet. The mean upper level is 20,000 feet.

HIGH CLOUDS

(Mean lower level of all types, 20,000 feet)

1. CIRRUS (CI).—*Detached clouds of delicate and fibrous appearance, without shading, generally white in color, often of a silky appearance.* Cirrus appears in the most varied forms such as isolated tufts, lines drawn across a blue sky, branching feather-like plumes, curved lines ending in tufts, etc.; they are often arranged in bands which cross the sky like meridian lines, and which, owing to the effect of perspective, converge to a point on the horizon, or to two opposite points (cirrostratus and cirrocumulus often take part in the formation of these bands). Cirrus clouds are always composed of ice crystals, and their transparent character depends upon the degree of separation of the crystals. As a rule when these clouds cross the sun's disk they hardly diminish its brightness. But when they are exceptionally thick they may veil its light and obliterate its contour. This would also be the case with patches of altostratus, but cirrus is distinguished by the dazzling and silky whiteness of its edges.

2. CIRROCUMULUS (CC).—*A cirriform layer or patch composed of small white flakes or of very small globular masses, usually without shadows, which are arranged in groups or lines, or more often in ripples resembling those of the sand on the seashore.*

3. CIRROSTRATUS (CS).—*A thin whitish veil which does not blur the outlines of the sun or moon, but usually gives rise to halos.* Sometimes it is quite diffuse and merely gives the sky a m'lky look; sometimes it more or less distinctly shows a fibrous structure with disordered filaments. A sheet of cirrostratus which is very extensive, though in places it may be interrupted by rifts, nearly always ends by covering the whole sky. The border of the sheet may be straightedged and clear-cut but more often it is ragged or cut up. During the day, when the sun is sufficiently high above the horizon, the sheet is never thick enough to prevent shadows of objects on the ground.

NOTE.—The attention of mariners is especially called to the value of observations of cirrus, as this form of cloud is often closely connected with barometric depress ons. If the cirrus occurs in radiating bands crossing the sky, the point of convergence of these bands should be noted; if in the form of a cloud bank, or sheet, upon the horizon, the center, or point of greatest density of this bank, at this point will sometimes serve to indicate in a general manner the direction of the center of any cyclonic disturbance.

SEA CONDITIONS
U. S. HYDROGRAPHIC OFFICE SCALE

Code Fig.	*Approx. Height of Sea*	*Seaman's Description*
0	0	CALM.—Sea like mirror.
1	Less than 1 foot	SMOOTH.—Small wavelets or ripples with the appearance of scales but without crests.
2	1–3 feet	SLIGHT.—The waves or small rollers are short and more pronounced, when capping the foam is not white but more of a glassy appearance.
3	3–5 feet	MODERATE.—The waves or large rollers become longer and begin to show whitecaps occasionally. The sea produces short rustling sounds.
4	5–8 feet	ROUGH.—Medium waves that take a more pronounced long form with extensive whitecapping and white foam crests. The noise of the sea is like a dull murmur.
5	8–12 feet	VERY ROUGH.—The medium waves become larger and begin to heap up, the whitecapping is continuous, and the seas break occasionally; the foam from the capping and breaking waves begins to be blown along in the direc.ion of the wind. The breaking and capping seas produce a perpetual murmur.
6	12–20 feet	HIGH.—Heavy, whitecapped waves that show a visible increase in height and are breaking extensively. The foam is blown in dense streaks along in the direction of the wind. The sea begins to roll and the noise of the breaking seas is like a dull roar, audible at greater distance.
7	20–40 feet	VERY HIGH.—High, heavy waves developed with long overhanging crests that are breaking continuously, with a perpetual roaring noise. The whole surface of the sea takes on a white appearance from the great amount of foam being blown along with the wind. The rolling of the sea becomes heavy and shock-l.ke.
8	40 feet and over	MOUNTAINOUS.—The heavy waves become so high that ships within close distances drop so low in the wave troughs that for a time they are lost from view. The rolling of the sea becomes tumultuous. The wind beats the breaking edge of the seas into a froth, and the whole sea is covered with dense streaks of foam being carried along with the wind. Owing to the violence of the wind the air is so filled with foam and spray that relatively close objects are no longer visible.
9		NOTE.—Qualifying condition applicable to the previous conditions, e. g., (5–9). A very rough, confused sea.

The direction from which the sea moves to be recorded in numerical points from 1, N x E, to 32 N.

EXTRACTS FROM THE BUREAU OF NAVAL PERSONNEL MANUAL RELATIVE TO THE LOG

(Revised 4-46)

B–1001. **Regulations Concerning the Ship's Log.**—The following articles in the United States Navy Regulations, 1920, should be carefully read and applied by all persons concerned with the writing of the log or its preparation for transmittal to the Bureau:

Article	24	908 (1)	1277 (6)
	217	997 (4)	1304
	824 (2)	1019 (4)	1317 (1) (2) (3) (5)
	830	1022	1333 (1) (2) (4)
	841 (1)	1031 (6c)	1361 (1)
	861 (2)	1078	1364 (1)
	880 (1)	1079	1367 (11)
	884	1214 (2)	1692 (6)

B–1002. **Ships Required To Keep Logs.**—(1) Logs shall be kept, and a smooth original copy shall be submitted to the Bureau of Naval Personnel by all vessels in commission.

B–1003. **Forms To Be Used.**—(1) All commissioned vessels in the active or reserve fleets other than those included in paragraphs (3) and (4) below shall use the following forms:

NavPers 130, Deck Log Book (rough log).
NavPers 134, data and remarks.
NavPers 135, additional sheets.
NavPers 136, list of officers.
NavPers 137, title page.

(2) Commissioned vessels in the inactive fleets shall use deck log form NavPers 132 (revised 4–46).

(3) Vessels in commission operating directly under a district commandant shall use deck log form NavPers 132 (revised 4–46).

(4) Upon submission of proper justification, special authorization to use NavPers 132 (revised 4–46) will be granted by the Bureau of Naval Personnel for commissioned vessels operating with limited personnel and/or under a restricted duty assignment.

B–1004. **Instructions for Preparing the Log.**—(1) NavPers 130 (rough deck log book) contains detailed instructions for preparing NavPers 130, 134, 135, 136, and 137. NavPers 132 contains specific instructions for its preparation.

(2) Sheets comprising the navigational data and remarks should be typewritten if practicable; otherwise neatly and legibly written with pen and ink.

(3) In writing NavPers 134, it is intended and desired that the remarks and navigational data for each day shall face each other, so that the completed record for the day is visible without the turning of the sheet. To accomplish this, the navigational data for one day must be written on the reverse side of the sheet bearing the remarks of the previous day. When additional remarks sheets (NavPers 135) are used, they should be inserted in chronological order on top of the remarks sheet for the respective day.

(4) When a copy of the Hull Board's report is to be entered in the log in compliance with Article 1022 (10), U. S. Navy Regulations, 1920, the copy should be made on additional remarks sheets, signed by the members of the board, and inserted in the log.

(5) The remarks in the log shall be recorded by watches which consistently adhere to a regular schedule. An officer shall sign the log under the remarks for the watch interval during which he was designated as officer of the deck. The remarks for each day shall cover in full each 24-hour period beginning at 0000 and ending at 2400.

(6) The pages of the log shall be numbered consecutively, beginning a new series of numbers on 1 January of each year, but in the case of a vessel newly commissioned the numbering shall necessarily commence with the date of commissioning.

DIRECTIONS FOR KEEPING THE SHIP'S LOG

Blank pages should be numbered as well as other pages. The intention is that the page numbers shall run consecutively and uninterruptedly throughout each book and from one book to the next.

(7) The log for each month shall be complete in itself, i. e., navigational data for the first day of one month shall not be written on the reverse side of the sheet bearing the remarks for the last day of the preceding month.

B–1005. Submission of Log to Bureau.—(1) On the first day of each month vessels using forms NavPers 130, 134, 135, 136, and 137 shall forward the smooth log direct to the Bureau of Naval Personnel. The log shall be classified RESTRICTED, and mailed flat between binder boards in envelopes provided by the Bureau for that purpose.

(2) Log Book, Form NavPers 132, is intended to cover three (3) complete calendar months. On the first day of the month following each period of 3 months, vessels using NavPers 132 shall forward the smooth log to the Bureau. If a District Commandant so directs, the logs of vessels under his command may be forwarded via his headquarters. The log shall be classified RESTRICTED and placed flat between binder boards in envelopes provided by the Bureau for that purpose.

B–1006. Changes in Log.—If at any time it becomes necessary to request the Bureau to make a change in a log which has been submitted to the Bureau, the original typed change properly prepared should be forwarded to the Bureau with the request. The correction will then be inserted in the smooth log.

B–1007. Rough Deck Log, Quartermaster's Notebook, and Carbon Copy of Smooth Deck Log.—The rough deck log and the quartermaster's notebook shall be retained as a permanent record on board for a period of three (3) years, and the carbon copy of the smooth deck log for a period of two (2) years, except in obedience to a demand from a naval court or board, or from the Navy Department, or on decommissioning. At the end of the 3-year period the rough deck log and the quartermaster's notebook shall be destroyed. At the end of the 2-year period, the carbon copy of the smooth deck log shall be destroyed. On decommissioning, the above-mentioned records which have not reached the proper age for destruction shall be forwarded to an appropriate Naval Records Management Center.

LIST OF OFFICERS

LIST OF OFFICERS ATTACHED TO AND ON BOARD THE UNITED STATES SHIP USS X-1 (SSX-1) DURING THE PERIOD COVERED BY THIS LOG BOOK, WITH DATE OF REPORTING FOR DUTY, DATE OF DETACHMENT, OR DATE OF DEATH, PRIMARY DUTIES, AND NEXT OF KIN.

NAME AND FILE NUMBER (Show file number below name)	RANK	DATE OF REPORTING ON BOARD / DATE OF DETACHMENT (Show detachment date below reporting date)	PRIMARY DUTIES	NAME, RELATIONSHIP, AND ADDRESS OF NEXT OF KIN (Show address at which BuPers may most readily communicate with next of kin in an emergency)
LT. K. HANLON USN 513062	LT.	7 OCT 1955	OFFICER IN CHARGE	RADM. B.H. HANLON USN 3018 P ST N.W. WASH. D.C.

APPROVED: Kevin Hanlon
(Signature)

LT, U. S. N., COMMANDING.
(Rank)

RESTRICTED

LOG OF THE UNITED STATES SHIP X-1 (Name) SSX-1 (Identification number)

(DELETE ONE) AT/PASSAGE FROM USN SUBASE NEW LONDON, CONN. TO

ZONE DESCRIPTION +4 FRI (Day) 7 (Date) OCT (Month), 1955

HOUR	BY LOG: NAUTICAL MILES	BY LOG: TENTHS	COURSE (P. C.) GYRO — MAG — (Indicate which)	WIND (TRUE): DIRECTION MOVING FROM (In degrees)	WIND (TRUE): FORCE (Knots)	BAROMETER (CORRECTED): HEIGHT IN INCHES	BAROMETER (CORRECTED): READING ATTACHED THERMOMETER	AIR TEMPERATURE: DRY BULB	AIR TEMPERATURE: WET BULB	WEATHER BY SYMBOLS	CLOUDS: FORM (By abbreviations)	CLOUDS: CEILING	CLOUDS: MOVING FROM (In degrees true)	CLOUDS: TOTAL AMOUNT OF SKY COVERED IN TENTHS	VISIBILITY	SEA TEMPERATURE: AT SURFACE	SEA TEMPERATURE: MAIN INJECTION	SEA FROM (In degrees)	SEA AMOUNT 0-9	SWELL FROM (In degrees)	SWELL AMOUNT 0-9
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21
A. M. 4																					
8																					
12							SAME AS SOPA														
16																					
24																					

POSITION

HOUR	LATITUDE	LONGITUDE
0800		
1200		
2000		

FUEL

GALLONS	H2O ~~HEAVY FUEL~~	DIESEL FUEL	MOTOR GASO.	AVIA. GASO.	SHIP LUB.	AVIA. LUB.
RECEIVED	0	0				
EXPENDED	0	0				
ON HAND	220	148				

MAGAZINE TEMPERATURES:
MAXIMUM
MINIMUM

12-24 Moored port side to float between piers 9 and 10 at the US Naval Submarine Base, New London Conn. Receiving all power from shore. SOPA is Com Sub Lant. Captain J E Lee USN Commanding Officer, US Naval Submarine Base New London Conn, in accordance with Com Three ltr, DHg-03:311:dw SSX-1 of 23 Sep 1955 and endorsements there to, and Article 0788 US Navy Regulations, 1948 placed this craft in service. 1205 LT. Kevin Hanlon USN assumed duties of Officer in Charge of this craft pursuant to BuPers Orders 513062/1100, Pers-B1117-MH-1 of 6 December, 1954. Jones, Malone Stouffer 279 68 96 ENC(SS) USN, authority Com Sub Lant STO-94 of 7 December, 1954, Andrew Kenneth Conrad, 372 90 93 EN1 (SS) USN, authority USS Amberjack (SS522) STO 15-55, Roberts, Jack Davis, 986 99 66 EM1(SS) USN, authority USS Tusk (SS426) STO 1-55, and Cunnable Charles, Wesley, 432 73 17, EN3(SS) USN, authority USS Blenny (SS324) STO 1-55 reported aboard for duty. 1521 In accordance with Com Sub Lant Ser 4849 of 20 Sep, 1955 reported by despatch to Com Sub Ron 8 for administrative and operational control.

Kevin Hanlon
LT, USN

APPROVED: Kevin Hanlon LT U. S. N. COMMANDING

EXAMINED: ______ U. S. N. NAVIGATOR.
(SIGNATURE REQUIRED ONLY WHEN NAVIGATOR IS OTHER THAN COMMANDING OFFICER.)

RESTRICTED

LOG OF THE UNITED STATES SHIP X-1 (Name) SSX-1 (Identification number)

(DELETE ONE) AT/~~PASSAGE FROM~~ USN SUBASE NEW LONDON CONN TO —

ZONE DESCRIPTION +4 SAT (Day) 8 (Date) OCT (Month), 1955

HOUR	BY LOG: NAUTICAL MILES	BY LOG: TENTHS	COURSE (P. C.) GYRO — MAG — (Indicate which)	WIND (TRUE): DIRECTION MOVING FROM (In degrees)	WIND (TRUE): FORCE (Knots)	BAROMETER (CORRECTED): HEIGHT IN INCHES	BAROMETER (CORRECTED): READING ATTACHED THERMOMETER	AIR TEMPERATURE: DRY BULB	AIR TEMPERATURE: WET BULB	WEATHER BY SYMBOLS	CLOUDS: FORM (By abbreviations)	CLOUDS: CEILING	CLOUDS: MOVING FROM (In degrees true)	CLOUDS: TOTAL AMOUNT OF SKY COVERED IN TENTHS	VISIBILITY	SEA TEMPERATURE: AT SURFACE	SEA TEMPERATURE: MAIN INJECTION	SEA FROM (In degrees)	SEA AMOUNT 0-9	SWELL FROM (In degrees)	SWELL AMOUNT 0-9
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21
A. M. 4																					
8																					
12								SAME AS SOPA													
16																					
24																					

POSITION

HOUR	LATITUDE	LONGITUDE
0800		
1200		
2000		

FUEL

GALLONS	~~HEAVY FUEL~~ H2O	DIESEL FUEL	MOTOR GASO.	AVIA. GASO.	SHIP LUB.	AVIA. LUB.
RECEIVED	0	0				
EXPENDED	0	0				
ON HAND	220	148				

MAGAZINE TEMPERATURES:
MAXIMUM
MINIMUM

00-24 Moored port side to float between piers 9 and 10 at U.S. Naval Submarine Base, New London Conn. Receiving all power from shore. SOPA is ComSubLant 0015 Commenced charging batteries 0630 Secured charging batteries. 0800 Mustered crew at quarters. No unauthorized absentees. ~~0900~~ ~~Commenced~~ 0850 Secured receiving power from shore. 0900 Commenced warping ship with lines to shift berths. 0906 ~~Secured~~ Completed warping, moored port side to pier 9. 0925 Ship hauled from water, commenced resting on cradle on Pier 9. 0935 Ship returned to water, secured to port side Pier 9. 1145 Ship hauled from water, commenced resting in cradle on pier 9. 1245 Commenced receiving all power from shore.

Kevin Hanlon

APPROVED: Kevin Hanlon LT USN U. S. N. COMMANDING

EXAMINED: U. S. N. NAVIGATOR.

(SIGNATURE REQUIRED ONLY WHEN NAVIGATOR IS OTHER THAN COMMANDING OFFICER.)

RESTRICTED

LOG OF THE UNITED STATES SHIP X-1 (Name) SSX-1 (Identification number)

(DELETE ONE) AT/~~PASSAGE FROM~~ USNSUBASE NEWLONDON, CONN. TO

ZONE DESCRIPTION +4 SUN (Day) 9 (Date) OCT (Month), 1955

HOUR	BY LOG: NAUTICAL MILES	BY LOG: TENTHS	COURSE (P. C.) GYRO — MAG — (Indicate which)	WIND (TRUE): DIRECTION MOVING FROM (In degrees)	WIND (TRUE): FORCE (Knots)	BAROMETER (CORRECTED): HEIGHT IN INCHES	BAROMETER (CORRECTED): READING ATTACHED THERMOMETER	AIR TEMPERATURE: DRY BULB	AIR TEMPERATURE: WET BULB	WEATHER BY SYMBOLS	CLOUDS: FORM (By abbreviations)	CLOUDS: CEILING	CLOUDS: MOVING FROM (In degrees true)	CLOUDS: TOTAL AMOUNT OF SKY COVERED IN TENTHS	VISIBILITY	SEA TEMPERATURE: AT SURFACE	SEA TEMPERATURE: MAIN INJECTION	SEA FROM (In degrees)	SEA AMOUNT 0-9	SWELL FROM (In degrees)	SWELL AMOUNT 0-9
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21
A. M. 4																					
8																					
12																					
16							SAME AS SOPA														
24																					

POSITION

HOUR	LATITUDE	LONGITUDE
0800		
1200		
2000		

FUEL

GALLONS	~~HEAVY FUEL~~ H2O2	DIESEL FUEL	MOTOR GASO.	AVIA. GASO.	SHIP LUB.	AVIA. LUB.
RECEIVED	0	0				
EXPENDED	0	0				
ON HAND	~~400~~ 220 mdf	148				

MAGAZINE TEMPERATURES:
MAXIMUM
MINIMUM

00-24 Resting on cradle 4 on pier 9 US Naval Submarine Base New London, Conn. Receiving all power from shore. SOPA is Com Sub Lant ~~1100~~ K.O. 0800 Mustered crew at quarters, no unauthorized absentees. 1100 Commenced charging batteries. 1500 Secured charging batteries.

Kevin Hanlon
LT USN

APPROVED: Kevin Hanlon LT U. S. N. COMMANDING

EXAMINED: U. S. N. NAVIGATOR.

(SIGNATURE REQUIRED ONLY WHEN NAVIGATOR IS OTHER THAN COMMANDING OFFICER.)

RESTRICTED

LOG OF THE UNITED STATES SHIP USSX-1 (Name) SSX-1 (Identification number)

(DELETE ONE) AT/PASSAGE FROM USNSUBASE NEW LONDON, CONN. TO

ZONE DESCRIPTION +4 MON (Day) 10 (Date) OCT (Month), 1955

HOUR	BY LOG: NAUTICAL MILES (1)	BY LOG: TENTHS (2)	COURSE (P. C.) GYRO / MAG (Indicate which) (3)	WIND (TRUE): DIRECTION MOVING FROM (In degrees) (4)	WIND: FORCE (Knots) (5)	BAROMETER (CORRECTED): HEIGHT IN INCHES (6)	BAROMETER: READING ATTACHED THERMOMETER (7)	AIR TEMPERATURE: DRY BULB (8)	AIR TEMPERATURE: WET BULB (9)	WEATHER BY SYMBOLS (10)	CLOUDS: FORM (By abbreviations) (11)	CLOUDS: CEILING (12)	CLOUDS: MOVING FROM (In degrees true) (13)	CLOUDS: TOTAL AMOUNT OF SKY COVERED IN TENTHS (14)	VISIBILITY (15)	SEA TEMPERATURE: AT SURFACE (16)	SEA TEMPERATURE: MAIN INJECTION (17)	SEA FROM (In degrees) (18)	SEA AMOUNT 0-9 (19)	SWELL FROM (In degrees) (20)	SWELL AMOUNT 0-9 (21)
A. M. 4																					
8																					
12								SAME AS SOPA													
16																					
24																					

POSITION

HOUR	LATITUDE	LONGITUDE
0800		
1200		
2000		

FUEL

GALLONS	HEAVY FUEL (H2O2)	DIESEL FUEL	MOTOR GASO.	AVIA. GASO.	SHIP LUB.	AVIA. LUB.
RECEIVED	0	0				
EXPENDED	0	0				
ON HAND	220	148				

MAGAZINE TEMPERATURES:
MAXIMUM
MINIMUM

00-24 Resting in cradle on pier 9 U.S. Naval Submarine Base, New London, Conn. Receiving power from shore. SOPA is ComSubLant. 0800, Mustered crew at quarters, no unauthorized absentees.

Kevin Hanlon
LT, USN

APPROVED: Kevin Hanlon LT U. S. N. COMMANDING

EXAMINED: U. S. N. NAVIGATOR.
(SIGNATURE REQUIRED ONLY WHEN NAVIGATOR IS OTHER THAN COMMANDING OFFICER.)

RESTRICTED

LOG OF THE UNITED STATES SHIP U.S.S. X-1 (Name) SSX-1 (Identification number)

(DELETE ONE) AT/~~PASSAGE FROM~~ U.S.N. SUB BASE, NEW LONDON, CONN. TO

ZONE DESCRIPTION +4 TUES (Day) 11 (Date) OCT. (Month), 1955

HOUR	BY LOG: Nautical miles	BY LOG: Tenths	COURSE (P. C.) GYRO — MAG — (Indicate which)	WIND (TRUE): Direction moving from (In degrees)	WIND: Force (Knots)	BAROMETER (CORRECTED): Height in inches	BAROMETER: Reading attached thermometer	AIR TEMPERATURE: Dry bulb	AIR TEMPERATURE: Wet bulb	Weather by symbols	CLOUDS: Form (By abbreviations)	CLOUDS: Ceiling	CLOUDS: Moving from (In degrees true)	CLOUDS: Total amount of sky covered in tenths	Visibility	SEA TEMPERATURE: At surface	SEA TEMPERATURE: Main injection	Sea from (In degrees)	Sea amount 0-9	Swell from (In degrees)	Swell amount 0-9
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21
A. M. 4																					
8																					
12																					
16																					
24																					

SAME AS SOPA.

POSITION

HOUR	LATITUDE	LONGITUDE
0800		
1200		
2000		

FUEL

GALLONS	~~HEAVY FUEL~~ H_2O_2	DIESEL FUEL	MOTOR GASO.	AVIA. GASO.	SHIP LUB.	AVIA. LUB.
RECEIVED	0	0				
EXPENDED	0	0				
ON HAND	220	148				

MAGAZINE TEMPERATURES:
MAXIMUM
MINIMUM

00-24. Resting in cradle on pier 9. U.S Naval Submarine Base, New London, Conn. Recieving power from shore. SOPA is Com Sub Lant. 0800 Mustered crew at quarters. No unauthorized absentees.

J. A. Roberts EM1
Jr. SN

APPROVED: Kevin Hanlon LT U. S. N. COMMANDING

EXAMINED: U. S. N. NAVIGATOR.

(SIGNATURE REQUIRED ONLY WHEN NAVIGATOR IS OTHER THAN COMMANDING OFFICER.)

RESTRICTED

LOG OF THE UNITED STATES SHIP USS X-1 (Name) SSX-1 (Identification number)

(DELETE ONE) AT/PASSAGE FROM USN SUB BASE, NEW LONDON CONN. TO

ZONE DESCRIPTION +4 WED. (Day) 12 (Date) OCT. (Month), 1955

HOUR	BY LOG: NAUTICAL MILES	BY LOG: TENTHS	COURSE (P. C.) GYRO — MAG — (Indicate which)	WIND (TRUE): DIRECTION MOVING FROM (In degrees)	WIND (TRUE): FORCE (Knots)	BAROMETER (CORRECTED): HEIGHT IN INCHES	BAROMETER (CORRECTED): READING ATTACHED THERMOMETER	AIR TEMPERATURE: DRY BULB	AIR TEMPERATURE: WET BULB	WEATHER BY SYMBOLS	CLOUDS: FORM (By abbreviations)	CLOUDS: CEILING	CLOUDS: MOVING FROM (In degrees true)	CLOUDS: TOTAL AMOUNT OF SKY COVERED IN TENTHS	VISIBILITY	SEA TEMPERATURE: AT SURFACE	SEA TEMPERATURE: MAIN INJECTION	SEA FROM (In degrees)	SEA AMOUNT 0-9	SWELL FROM (In degrees)	SWELL AMOUNT 0-9
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21
A. M. 4																					
8																					
12																					
16						SAME AS SOPA															
20																					
24																					

POSITION

HOUR	LATITUDE	LONGITUDE
0800		
1200		
2000		

FUEL

GALLONS	~~HEAVY FUEL~~ H2O	DIESEL FUEL	MOTOR GASO.	AVIA. GASO.	SHIP LUB.	AVIA. LUB.
RECEIVED	0	0				
EXPENDED	0	0				
ON HAND	220	148				

MAGAZINE TEMPERATURES:
MAXIMUM
MINIMUM

00-24 Resting on cradle on pier 9 US Naval Submarine Base New London, Conn. Receiving all power from shore. SOPA is ComSubLant. 0800 Mustered crew at quarters; no unauthorized absentees. 2120 secured from receiving all power from shore. 2250 Ship hauled from cradle and returned to water. 2315 Commenced warping ship with lines to shift berths. 2335 Moored port side ~~of pier 9~~ cwa to float between piers 9 + 10

Charles W. Annable
EN3(SS) USN

APPROVED: Kevin Hanlon U. S. N. COMMANDING
LT CO8A

EXAMINED: U. S. N. NAVIGATOR.
(SIGNATURE REQUIRED ONLY WHEN NAVIGATOR IS OTHER THAN COMMANDING OFFICER.)

RESTRICTED

LOG OF THE UNITED STATES SHIP U.S.S. X-1 (Name) SS-X-1 (Identification number)

(DELETE ONE) AT/PASSAGE FROM USN Sub Base New London Conn TO

ZONE DESCRIPTION +4 thurs (Day) 13 (Date) Oct (Month), 1955

HOUR	BY LOG: Nautical miles (1)	Tenths (2)	COURSE (P.C.) Gyro / Mag (Indicate which) (3)	WIND (TRUE): Direction moving from (in degrees) (4)	Force (Knots) (5)	BAROMETER (CORRECTED): Height in inches (6)	Reading attached thermometer (7)	AIR TEMPERATURE: Dry bulb (8)	Wet bulb (9)	Weather by symbols (10)	CLOUDS: Form (by abbreviations) (11)	Ceiling (12)	Moving from (in degrees true) (13)	Total amount of sky covered in tenths (14)	Visibility (15)	SEA TEMPERATURE: At surface (16)	Main injection (17)	Sea from (in degrees) (18)	Sea amount 0-9 (19)	Swell from (in degrees) (20)	Swell amount 0-9 (21)
A.M. 4																					
8																					
12						Same as SOPA															
16																					
24																					

POSITION

HOUR	LATITUDE	LONGITUDE
0800		
1200		
2000		

FUEL

GALLONS	~~HEAVY FUEL~~ H2O2	DIESEL FUEL	MOTOR GASO.	AVIA. GASO.	SHIP LUB.	AVIA. LUB.
RECEIVED	0	0				
EXPENDED	0	0				
ON HAND	220	148				

MAGAZINE TEMPERATURES:
MAXIMUM
MINIMUM

00-24 - Moored port side to float between piers 9 and 10 at U.S. naval submarine base New London Conn. Recieving all power from shore. SOPA is Com Sub Lant. Mustered all hands at quarters, no unauthorized absentees

Malone S Jones
ENC (SS) USN

APPROVED: Kevin Hanson U.S.N. COMMANDING
AT USA

EXAMINED: U.S.N. NAVIGATOR.
(SIGNATURE REQUIRED ONLY WHEN NAVIGATOR IS OTHER THAN COMMANDING OFFICER.)

RESTRICTED

LOG OF THE UNITED STATES SHIP USS X-1 (Name) SSX-1 (Identification number)

(DELETE ONE) AT/PASSAGE FROM USN SUB BASE, NEW LONDON, CONN TO

ZONE DESCRIPTION +4 FRIDAY (Day) 14 (Date) OCT. (Month), 1955

HOUR	BY LOG: NAUTICAL MILES (1)	BY LOG: TENTHS (2)	COURSE (P. C.) GYRO — MAG — (Indicate which) (3)	WIND (TRUE): DIRECTION MOVING FROM (In degrees) (4)	WIND (TRUE): FORCE (Knots) (5)	BAROMETER (CORRECTED): HEIGHT IN INCHES (6)	BAROMETER (CORRECTED): READING ATTACHED THERMOMETER (7)	AIR TEMPERATURE: DRY BULB (8)	AIR TEMPERATURE: WET BULB (9)	WEATHER BY SYMBOLS (10)	CLOUDS: FORM (By abbreviations) (11)	CLOUDS: CEILING (12)	CLOUDS: MOVING FROM (In degrees true) (13)	CLOUDS: TOTAL AMOUNT OF SKY COVERED IN TENTHS (14)	VISIBILITY (15)	SEA TEMPERATURE: AT SURFACE (16)	SEA TEMPERATURE: MAIN INJECTION (17)	SEA FROM (In degrees) (18)	SEA AMOUNT 0-9 (19)	SWELL FROM (In degrees) (20)	SWELL AMOUNT 0-9 (21)
A. M. 4																					
8																					
12						SAME AS SOPA															
16																					
24																					

POSITION

HOUR	LATITUDE	LONGITUDE
0800		
1200		
2000		

FUEL

GALLONS	~~HEAVY FUEL~~ H2O2	DIESEL FUEL	MOTOR GASO.	AVIA. GASO.	SHIP LUB.	AVIA. LUB.
RECEIVED	0	0				
EXPENDED	0	0				
ON HAND	220	148				

MAGAZINE TEMPERATURES:
MAXIMUM
MINIMUM

00-~~08~~24 - Moored port side to float between piers 9 and 10 at U.S. Naval Submarine Base New London, Conn. Receiving all power from shore. SOPA is ComSubLant.
~~KH~~ 0800 Mustered crew at quarters, no unauthorized absentees.
1515 Commenced charging batteries 2115 Secured charging batteries.

Kenneth C. Andrew
ENS SS USN

APPROVED: Kevin Hanlon U. S. N. COMMANDING
LT USN

EXAMINED: U. S. N. NAVIGATOR.
(SIGNATURE REQUIRED ONLY WHEN NAVIGATOR IS OTHER THAN COMMANDING OFFICER.)

RESTRICTED

LOG OF THE UNITED STATES SHIP X-1 (Name) SSX-1 (Identification number)

(DELETE ONE) AT/PASSAGE FROM U.S.N. Submarine Base, New London Conn. TO

ZONE DESCRIPTION +4 Sat. (Day) 15 (Date) Oct. (Month), 1955

HOUR	BY LOG: NAUTICAL MILES (1)	BY LOG: TENTHS (2)	COURSE (P. C.) GYRO — MAG — (Indicate which) (3)	WIND (TRUE): DIRECTION MOVING FROM (In degrees) (4)	WIND: FORCE (Knots) (5)	BAROMETER (CORRECTED): HEIGHT IN INCHES (6)	BAROMETER: READING ATTACHED THERMOMETER (7)	AIR TEMPERATURE: DRY BULB (8)	AIR TEMPERATURE: WET BULB (9)	WEATHER BY SYMBOLS (10)	CLOUDS: FORM (By abbreviations) (11)	CLOUDS: CEILING (12)	CLOUDS: MOVING FROM (In degrees true) (13)	CLOUDS: TOTAL AMOUNT OF SKY COVERED IN TENTHS (14)	VISIBILITY (15)	SEA TEMPERATURE: AT SURFACE (16)	SEA TEMPERATURE: MAIN INJECTION (17)	SEA FROM (In degrees) (18)	SEA AMOUNT 0-9 (19)	SWELL FROM (In degrees) (20)	SWELL AMOUNT 0-9 (21)
A. M. 4																					
8																					
12																					
16				SAME AS SOPA																	
20																					
24																					

POSITION

HOUR	LATITUDE	LONGITUDE
0800		
1200		
2000		

FUEL

GALLONS	~~HEAVY FUEL~~ H2O2	DIESEL FUEL	MOTOR GASO.	AVIA. GASO.	SHIP LUB.	AVIA. LUB.
RECEIVED	0	0				
EXPENDED	0	0				
ON HAND	220	148				

MAGAZINE TEMPERATURES:
MAXIMUM
MINIMUM

0000-2400 Moored port side of float, between piers 9 and 10, U.S. Naval Submarine Base, New London, Conn. Receiving all power from shore. SOPA is Com Sub Lant. 0800 Mustered all hands at quarters. No unauthorized absentees.

Jack A. Roberts
JEMISS, USN

APPROVED: Kevin Henlon U. S. N. COMMANDING
LT USN

EXAMINED: ________ U. S. N. NAVIGATOR.
(SIGNATURE REQUIRED ONLY WHEN NAVIGATOR IS OTHER THAN COMMANDING OFFICER.)

RESTRICTED

LOG OF THE UNITED STATES SHIP USS X-1 (Name) SSX-1 (Identification number)

(DELETE ONE) AT/PASSAGE FROM USN SUBMARINE BASE NLON CONN. TO

ZONE DESCRIPTION +4 SUNDAY (Day) 16 (Date) OCT. (Month), 1955

HOUR	BY LOG: Nautical miles	BY LOG: Tenths	COURSE (P. C.) GYRO — MAG — (Indicate which)	WIND (TRUE): Direction moving from (In degrees)	WIND: Force (Knots)	BAROMETER (CORRECTED): Height in inches	BAROMETER: Reading attached thermometer	AIR TEMPERATURE: Dry bulb	AIR TEMPERATURE: Wet bulb	Weather by symbols	CLOUDS: Form (By abbreviations)	CLOUDS: Ceiling	CLOUDS: Moving from (In degrees true)	CLOUDS: Total amount of sky covered in tenths	Visibility	SEA TEMPERATURE: At surface	SEA TEMPERATURE: Main injection	Sea from (In degrees)	Sea amount 0-9	Swell from (In degrees)	Swell amount 0-9
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21
A. M. 4																					
8																					
12				SAME AS SOPA																	
16																					
24																					

POSITION

HOUR	LATITUDE	LONGITUDE
0800		
1200		
2000		

FUEL

GALLONS	~~HEAVY FUEL~~ H2O	DIESEL FUEL	MOTOR GASO.	AVIA. GASO.	SHIP LUB.	AVIA. LUB.
RECEIVED	0	0				
EXPENDED	0	0				
ON HAND	220	148				

MAGAZINE TEMPERATURES:
MAXIMUM
MINIMUM

0000-2400 Moored port side of float between piers 9 + 10, U.S. Naval Submarine Base, New London, Conn. Receiving all power from the dock. SOPA is ComSubLant. 0800 Mustered all hands at quarters, no unauthorized absentees.

Charles W Annable
EN3(SS) USN

APPROVED:
Kevin Hinzlon
AT OSD
U. S. N. COMMANDING

EXAMINED:
U. S. N. NAVIGATOR.
(SIGNATURE REQUIRED ONLY WHEN NAVIGATOR IS OTHER THAN COMMANDING OFFICER.)

RESTRICTED

LOG OF THE UNITED STATES SHIP U.S.S. X-1 (Name) (SS) X-1 (Identification number)

(DELETE ONE) AT/PASSAGE FROM USN Submarine Base New London Conn TO

ZONE DESCRIPTION +4 Monday (Day) 17 (Date) Oct (Month), 1955

HOUR	BY LOG: NAUTICAL MILES	TENTHS	COURSE (P.C.) GYRO — MAG — (Indicate which)	WIND (TRUE): DIRECTION MOVING FROM (In degrees)	FORCE (Knots)	BAROMETER (CORRECTED): HEIGHT IN INCHES	READING ATTACHED THERMOMETER	AIR TEMPERATURE: DRY BULB	WET BULB	WEATHER BY SYMBOLS	CLOUDS: FORM (By abbreviations)	CEILING	MOVING FROM (In degrees true)	TOTAL AMOUNT OF SKY COVERED IN TENTHS	VISIBILITY	SEA TEMPERATURE: AT SURFACE	MAIN INJECTION	SEA FROM (In degrees)	SEA AMOUNT 0-9	SWELL FROM (In degrees)	SWELL AMOUNT 0-9
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21
A. M. 4																					
8																					
12				Same as SOPA																	
16																					
24																					

POSITION

HOUR	LATITUDE	LONGITUDE
0800		
1200		
2000		

FUEL

GALLONS	~~HEAVY FUEL~~ H2O2	DIESEL FUEL	MOTOR GASO.	AVIA. GASO.	SHIP LUB.	AVIA. LUB.
RECEIVED	0	182				
EXPENDED	0	0				
ON HAND	220	330				

MAGAZINE TEMPERATURES:
MAXIMUM
MINIMUM

0000-2400 Moored port side of float between piers 9+10 at U.S. Naval Submarine Base New London Conn. Recieving all power from the dock. S.O.P.A. is Com Sub Lant. 0800 Mustered all hands at quarters, no unauthorized absentees. 1300 fueled ship, recieved 182 gals of fuel oil. ~~2200 Commenced battery equalizing~~ KH
2200 Commenced charging batteries.

Malone S Jones
ENC (SS) USN

APPROVED: Kevin Hanson LT USN U. S. N. COMMANDING

EXAMINED: _______ U. S. N. NAVIGATOR.
(SIGNATURE REQUIRED ONLY WHEN NAVIGATOR IS OTHER THAN COMMANDING OFFICER.)

RESTRICTED

LOG OF THE UNITED STATES SHIP USS X-1 (Name) SSX-1 (Identification number)

(DELETE ONE) AT/PASSAGE FROM U.S.N SUB BASE N LON, CONN TO

ZONE DESCRIPTION +4 ~~TUES~~ TUESDAY (Day) 18 (Date) OCT (Month), 1955

HOUR	BY LOG		COURSE (P. C.) GYRO — MAG — (Indicate which)	WEATHER CONDITIONS												SEA CONDITIONS					
				WIND (TRUE)		BAROMETER (CORRECTED)		AIR TEMPERATURE			CLOUDS					SEA TEMPERATURE					
	NAUTICAL MILES	TENTHS		DIRECTION MOVING FROM (In degrees)	FORCE (Knots)	HEIGHT IN INCHES	READING ATTACHED THERMOMETER	DRY BULB	WET BULB	WEATHER BY SYMBOLS	FORM (By abbreviations)	CEILING	MOVING FROM (In degrees true)	TOTAL AMOUNT OF SKY COVERED IN TENTHS	VISIBILITY	AT SURFACE	MAIN INJECTION	SEA FROM (In degrees)	SEA AMOUNT 0-9	SWELL FROM (In degrees)	SWELL AMOUNT 0-9
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21
A. M. 4																					
8																					
12				SAME AS SOPA																	
16																					
24																					

POSITION

HOUR	LATITUDE	LONGITUDE
0800		
1200		
2000		

FUEL

GALLONS	~~HEAVY FUEL~~ H2O	DIESEL FUEL	MOTOR GASO.	AVIA. GASO.	SHIP LUB.	AVIA. LUB.
RECEIVED	0	0				
EXPENDED	0	0				
ON HAND	220	330				

MAGAZINE TEMPERATURES:

MAXIMUM

MINIMUM

0000-2400 moored port side of float between piers 9 + 10. U. S. Naval Submarine Base, New London, Conn. Receiving all power from shore. S.O.P.A. is Com Sub Lant. 0800 mustered crew at quarters no unauthorized absentees 0830 Secured Battery equalizing charge.

K. C. Andrew ~~EN1~~ KCA.
EN1SS USN

APPROVED: Kevin Hanlon LT OSN U.S.N. COMMANDING

EXAMINED: U. S. N. NAVIGATOR.

(SIGNATURE REQUIRED ONLY WHEN NAVIGATOR IS OTHER THAN COMMANDING OFFICER.)

RESTRICTED

LOG OF THE UNITED STATES SHIP X-1 (Name) (SSX-1) (Identification number)

(DELETE ONE) ~~AT~~/PASSAGE FROM U.S.N. Submarine Base TO New London Conn.

ZONE DESCRIPTION +4 Wednesday (Day) 19 (Date) Oct (Month), 1955

HOUR	BY LOG: NAUTICAL MILES	BY LOG: TENTHS	COURSE (P. C.) GYRO — MAG — (Indicate which)	WIND (TRUE): DIRECTION MOVING FROM (In degrees)	WIND (TRUE): FORCE (Knots)	BAROMETER (CORRECTED): HEIGHT IN INCHES	BAROMETER (CORRECTED): READING ATTACHED THERMOMETER	AIR TEMPERATURE: DRY BULB	AIR TEMPERATURE: WET BULB	WEATHER BY SYMBOLS	CLOUDS: FORM (By abbreviations)	CLOUDS: CEILING	CLOUDS: MOVING FROM (In degrees true)	TOTAL AMOUNT OF SKY COVERED IN TENTHS	VISIBILITY	SEA TEMPERATURE: AT SURFACE	SEA TEMPERATURE: MAIN INJECTION	SEA FROM (In degrees)	SEA AMOUNT 0-9	SWELL FROM (In degrees)	SWELL AMOUNT 0-9
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21
A. M. 4																					
8																					
12				Same As S.O.P.A.																	
16																					
24																					

POSITION

HOUR	LATITUDE	LONGITUDE
0800		
1200		
2000		

FUEL

GALLONS	H_2O_2 ~~HEAVY FUEL~~	DIESEL FUEL	MOTOR GASO.	AVIA. GASO.	SHIP LUB.	AVIA. LUB.
RECEIVED	0	0				
EXPENDED	0	0				
ON HAND	220	330				

MAGAZINE TEMPERATURES:
MAXIMUM
MINIMUM

0000-2400 Moored port side of float between piers 9 + 10 U.S. Naval Submarine Base, New London Conn. Receiving all power from shore. S.O.P.A. is Com Sub Lant. 0800 Mustered crew at quarters. No unauthorized absentees. 1710 Secured receiving power from shore. 1720 Commenced warping ship with lines to shift berth. 1740 Secured warping, moored north side pier 9 U.S. Submarine Base, New London Conn. 1755 Ship hauled from water, commenced resting on cradle on pier 9. 1810 Commenced receiving all power from shore.

Jack A. Roberts
EM1 (SS) U.S.N.

APPROVED: Vernon Hanson 45084 U. S. N. COMMANDING

EXAMINED: U. S. N. NAVIGATOR.

(SIGNATURE REQUIRED ONLY WHEN NAVIGATOR IS OTHER THAN COMMANDING OFFICER.)

RESTRICTED

LOG OF THE UNITED STATES SHIP USS X-1 (Name) SSX-1 (Identification number)

(DELETE ONE) AT/PASSAGE FROM USN SUBMARINE BASE NLON, CONN. TO

ZONE DESCRIPTION +4 ~~20~~ THURSDAY (Day) 20 (Date) OCT. (Month), 1955

HOUR	BY LOG: NAUTICAL MILES	BY LOG: TENTHS	COURSE (P. C.) GYRO ___ MAG ___ (Indicate which)	WIND (TRUE): DIRECTION MOVING FROM (In degrees)	WIND (TRUE): FORCE (Knots)	BAROMETER (CORRECTED): HEIGHT IN INCHES	BAROMETER (CORRECTED): READING ATTACHED THERMOMETER	AIR TEMPERATURE: DRY BULB	AIR TEMPERATURE: WET BULB	WEATHER BY SYMBOLS	CLOUDS: FORM (By abbreviations)	CLOUDS: CEILING	CLOUDS: MOVING FROM (In degrees true)	CLOUDS: TOTAL AMOUNT OF SKY COVERED IN TENTHS	VISIBILITY	SEA TEMPERATURE: AT SURFACE	SEA TEMPERATURE: MAIN INJECTION	SEA FROM (In degrees)	SEA AMOUNT 0-9	SWELL FROM (In degrees)	SWELL AMOUNT 0-9
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21
A. M. 4																					
8																					
12						SAME AS SOPA															
16																					
24																					

POSITION

HOUR	LATITUDE	LONGITUDE
0800		
1200		
2000		

FUEL

GALLONS	~~HEAVY FUEL~~ H2O2	DIESEL FUEL	MOTOR GASO.	AVIA. GASO.	SHIP LUB.	AVIA. LUB.
RECEIVED	6	0				
EXPENDED	0	0				
ON HAND	220	330				

MAGAZINE TEMPERATURES:
MAXIMUM
MINIMUM

0000-2400 Resting on cradle on pier 9 USN Submarine Base New London Conn. Recieving all power from shore. SOPA is Com Sub Lant 0800 Mustered crew at quarters, no unauthorized absentees.* 1010 Secured from taking power from shore. 1020 Commenced warping ship with lines to shift berth. 1030 Secured warping, ship moored port side of float between piers 9+10. 1055 Commenced taking all power from shore.

Charles W. Annable EN3SS USN

*1000 Ship returned to water, moored port side to pier 9. ~~KH~~

APPROVED: Kevin Hanlon U. S. N. COMMANDING
LT USN

EXAMINED: ________ U. S. N. NAVIGATOR.
(SIGNATURE REQUIRED ONLY WHEN NAVIGATOR IS OTHER THAN COMMANDING OFFICER.)

RESTRICTED

LOG OF THE UNITED STATES SHIP U.S.S. X-1 (Name) SS X-1 (Identification number)

(DELETE ONE) AT/PASSAGE FROM USN S/M Base New London Conn TO

ZONE DESCRIPTION Friday (Day) 21 (Date) Oct (Month), 1955

HOUR	BY LOG: NAUTICAL MILES	BY LOG: TENTHS	COURSE (P. C.) GYRO — MAG — (Indicate which)	WIND (TRUE): DIRECTION MOVING FROM (In degrees)	WIND (TRUE): FORCE (Knots)	BAROMETER (CORRECTED): HEIGHT IN INCHES	BAROMETER (CORRECTED): READING ATTACHED THERMOMETER	AIR TEMPERATURE: DRY BULB	AIR TEMPERATURE: WET BULB	WEATHER BY SYMBOLS	CLOUDS: FORM (By abbreviations)	CLOUDS: CEILING	CLOUDS: MOVING FROM (In degrees true)	CLOUDS: TOTAL AMOUNT OF SKY COVERED IN TENTHS	VISIBILITY	SEA TEMPERATURE: AT SURFACE	SEA TEMPERATURE: MAIN INJECTION	SEA FROM (In degrees)	SEA AMOUNT 0-9	SWELL FROM (In degrees)	SWELL AMOUNT 0-9
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21
A. M. 4																					
8																					
				SAME AS SOPA																	
12																					
16																					
24																					

POSITION

HOUR	LATITUDE	LONGITUDE
0800		
1200		
2000		

FUEL

GALLONS	~~HEAVY FUEL~~ H2O	DIESEL FUEL	MOTOR GASO.	AVIA. GASO.	SHIP LUB.	AVIA. LUB.
RECEIVED	0	0				
EXPENDED	0	0				
ON HAND	220	330				

MAGAZINE TEMPERATURES:
MAXIMUM
MINIMUM

0000-2400. Moored port side to float between piers 9 & 10 at U.S. Submarine Base New London Conn, Recieving all power from ashore. SOPA is Comsublant. 0800 mustered crew at quarters, no unauthorized absentees, 1630 commenced charging batteries, 2000 secured charging batteries.

Malone S. Jones
ENC (SS) USN

APPROVED: Kevin Hanlon U. S. N. COMMANDING
LT USN

EXAMINED: ______ U. S. N. NAVIGATOR.
(SIGNATURE REQUIRED ONLY WHEN NAVIGATOR IS OTHER THAN COMMANDING OFFICER.)

RESTRICTED

LOG OF THE UNITED STATES SHIP USS X-1 (Name) SS X-1 (Identification number)

(DELETE ONE) AT/PASSAGE FROM USN SUBMARINE BASE N.LON. CONN. TO

ZONE DESCRIPTION +4 SAT (Day) 22 (Date) OCT (Month), 1955

HOUR	BY LOG: NAUTICAL MILES	TENTHS	COURSE (P. C.) GYRO — MAG — (Indicate which)	WIND (TRUE): DIRECTION MOVING FROM (In degrees)	FORCE (Knots)	BAROMETER (CORRECTED): HEIGHT IN INCHES	READING ATTACHED THERMOMETER	AIR TEMPERATURE: DRY BULB	WET BULB	WEATHER BY SYMBOLS	CLOUDS: FORM (By abbreviations)	CEILING	MOVING FROM (In degrees true)	TOTAL AMOUNT OF SKY COVERED IN TENTHS	VISIBILITY	SEA TEMPERATURE: AT SURFACE	MAIN INJECTION	SEA FROM (In degrees)	SEA AMOUNT 0-9	SWELL FROM (In degrees)	SWELL AMOUNT 0-9
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21
A. M. 4																					
8																					
12						SAME AS SOPA															
16																					
24																					

POSITION

HOUR	LATITUDE	LONGITUDE
0800		
1200		
2000		

FUEL

GALLONS	~~HEAVY FUEL~~ H2O	DIESEL FUEL	MOTOR GASO.	AVIA. GASO.	SHIP LUB.	AVIA. LUB.
RECEIVED	0	0				
EXPENDED	0	0				
ON HAND	220	330				

MAGAZINE TEMPERATURES:
MAXIMUM
MINIMUM

0000-2400 Moored port side to float between piers 9+10 at U.S.N. Submarine Base New London, Conn Receiving all power from shore. SOPA is ComSubLant 0800 mustered crew at quarters, no unauthorized absentees.

K. C. Andrew
(ENISS) U.S.N.

APPROVED: Kevin Hanlon U. S. N. COMMANDING
LT CSN

EXAMINED: ______ U. S. N. NAVIGATOR.
(SIGNATURE REQUIRED ONLY WHEN NAVIGATOR IS OTHER THAN COMMANDING OFFICER.)

RESTRICTED

LOG OF THE UNITED STATES SHIP X-1 (Name) (SSX-1) (Identification number)

(DELETE ONE) AT/~~PASSAGE FROM~~ U.S.N. Submarine Base, New London, Conn. TO

ZONE DESCRIPTION +4 Sunday (Day), ~~22~~ 23 (Date) Oct (Month), 1955

HOUR	BY LOG: NAUTICAL MILES (1)	TENTHS (2)	COURSE (P. C.) GYRO — MAG — (Indicate which) (3)	WIND (TRUE): DIRECTION MOVING FROM (In degrees) (4)	FORCE (Knots) (5)	BAROMETER (CORRECTED): HEIGHT IN INCHES (6)	READING ATTACHED THERMOMETER (7)	AIR TEMPERATURE: DRY BULB (8)	WET BULB (9)	WEATHER BY SYMBOLS (10)	CLOUDS: FORM (By abbreviations) (11)	CEILING (12)	MOVING FROM (In degrees true) (13)	TOTAL AMOUNT OF SKY COVERED IN TENTHS (14)	VISIBILITY (15)	SEA TEMPERATURE: AT SURFACE (16)	MAIN INJECTION (17)	SEA FROM (In degrees) (18)	SEA AMOUNT 0-9 (19)	SWELL FROM (In degrees) (20)	SWELL AMOUNT 0-9 (21)
A. M. 4																					
8																					
12					Same As S.O.P.A.																
16																					
24																					

POSITION

HOUR	LATITUDE	LONGITUDE
0800		
1200		
2000		

FUEL

GALLONS	~~HEAVY FUEL~~ H2O	DIESEL FUEL	MOTOR GASO.	AVIA. GASO.	SHIP LUB.	AVIA. LUB.
RECEIVED	0	0				
EXPENDED	0	6				
ON HAND	220	330				

MAGAZINE TEMPERATURES:
MAXIMUM
MINIMUM

00-24 Moored port side to float between piers 9 and 10, U.S. Naval Submarine Base, New London, Conn. Receiving all power from shore. SOPA is ComSubLant. 0800 Mustered crew at quarters. No unauthorized absentees. 1700 Commenced charging batteries from shore. 2000 Secured charging batteries.

J. A. Roberts
EM1(SS), U.S.N.

APPROVED: Kevin Hanlon U. S. N. COMMANDING
LT USN

EXAMINED: U. S. N. NAVIGATOR.
(SIGNATURE REQUIRED ONLY WHEN NAVIGATOR IS OTHER THAN COMMANDING OFFICER.)

RESTRICTED

LOG OF THE UNITED STATES SHIP USS X-1 (Name) (SSX-1) (Identification number)

(DELETE ONE) AT/PASSAGE FROM USN SUBMARINE BASE NLON, CONN. TO

ZONE DESCRIPTION +4 MON. (Day) 24 (Date) OCTOBER (Month), 1955

HOUR	BY LOG: NAUTICAL MILES	TENTHS	COURSE (P. C.) GYRO — MAG — (Indicate which)	WIND (TRUE): DIRECTION MOVING FROM (In degrees)	FORCE (Knots)	BAROMETER (CORRECTED): HEIGHT IN INCHES	READING ATTACHED THERMOMETER	AIR TEMPERATURE: DRY BULB	WET BULB	WEATHER BY SYMBOLS	CLOUDS: FORM (By abbreviations)	CEILING	MOVING FROM (In degrees true)	TOTAL AMOUNT OF SKY COVERED IN TENTHS	VISIBILITY	SEA TEMPERATURE: AT SURFACE	MAIN INJECTION	SEA FROM (In degrees)	SEA AMOUNT 0-9	SWELL FROM (In degrees)	SWELL AMOUNT 0-9
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21
A. M. 4																					
8																					
12						SAME AS SOPA															
16																					
24																					

POSITION

HOUR	LATITUDE	LONGITUDE
0800		
1200		
2000		

FUEL

GALLONS	~~HEAVY FUEL~~ H2O2	DIESEL FUEL	MOTOR GASO.	AVIA. GASO.	SHIP LUB.	AVIA. LUB.
RECEIVED	180	0				
EXPENDED	0	0				
ON HAND	400	330				

MAGAZINE TEMPERATURES:
MAXIMUM
MINIMUM

0000-2400 MOORED PORT SIDE OF FLOAT, BETWEEN PIERS 9 + 10. SOPA IS COMSUBLANT. RECIEVING ALL POWER FROM SHORE. 0800 MUSTERED ALL HANDS AT QUARTERS, NO UNAUTHORIZED ABSENTEES. 0930 SECURED FROM RECIEVING POWER FROM SHORE. 0950 UNDERWAY FROM FLOAT FOR STATIC DIVE. 1010 COMMENCED STATIC DIVE. 1110 SECURED FROM STATIC DIVE. 1115 MOORED AS BEFORE, RECIEVING ALL POWER FROM SHORE. 1300 UNDERWAY FROM FLOAT FOR RIVER OPERATIONS. 1505 SECURED OPERATIONS DUE TO ENGINE CASULALTY. MOORED AS BEFORE. RECIEVING POWER FROM SHORE. ~~COMMEN~~ CWA. 1700 COMMENCED TAKING ON HYDROGEN PEROXIDE. RECIEVED 180 GAL. 1930 COMMENCED NORMAL BATTERY CHARGE. 0245 SECURED NORMAL BATTERY CHARGE.

Charles W. Annable EN3(SS) USN.

APPROVED: Kevin Hanlon LT USN U. S. N. COMMANDING

EXAMINED: U. S. N. NAVIGATOR.
(SIGNATURE REQUIRED ONLY WHEN NAVIGATOR IS OTHER THAN COMMANDING OFFICER.)

RESTRICTED

LOG OF THE UNITED STATES SHIP U.S.S. X-1 (Name) (SSX-1) (Identification number)

(DELETE ONE) AT/PASSAGE FROM U.S.N. Submarine Base New London Conn TO

ZONE DESCRIPTION +4 Tues (Day) 25 (Date) Oct (Month), 1955

HOUR	BY LOG: NAUTICAL MILES	BY LOG: TENTHS	COURSE (P. C.) GYRO / MAG (Indicate which)	WIND (TRUE): DIRECTION MOVING FROM (In degrees)	WIND (TRUE): FORCE (Knots)	BAROMETER (CORRECTED): HEIGHT IN INCHES	BAROMETER (CORRECTED): READING ATTACHED THERMOMETER	AIR TEMPERATURE: DRY BULB	AIR TEMPERATURE: WET BULB	WEATHER BY SYMBOLS	CLOUDS: FORM (By abbreviations)	CLOUDS: CEILING	CLOUDS: MOVING FROM (In degrees true)	TOTAL AMOUNT OF SKY COVERED IN TENTHS	VISIBILITY	SEA TEMPERATURE: AT SURFACE	SEA TEMPERATURE: MAIN INJECTION	SEA FROM (In degrees)	SEA AMOUNT 0-9	SWELL FROM (In degrees)	SWELL AMOUNT 0-9
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21
A. M. 4																					
8																					
12						SAME		AS			SO PA.										
16																					
24																					

POSITION

HOUR	LATITUDE	LONGITUDE
0800		
1200		
2000		

FUEL

GALLONS	~~HEAVY FUEL~~ H2O2	DIESEL FUEL	MOTOR GASO.	AVIA. GASO.	SHIP LUB.	AVIA. LUB.
RECEIVED	0	0				
EXPENDED	0	10				
ON HAND	400	320				

MAGAZINE TEMPERATURES:
MAXIMUM
MINIMUM

0000-2400: Moored port side of float between piers 9 & 10. U.S. Naval Submarine Base New London Conn. Recieving all power from shore. 0245 secured battery charge ~~at 0245~~. SOPA is Com Sub Lant. 0800 mustered all hands at quarters. No unauthorized absentees. ~~at 0800~~ secured receiving shore power ~~at~~ from shore. ~~at~~ 0815 underway on battery. ~~at~~ 0825 tied up port side north of pier 9 ~~at 0825~~ at Sub Base New London Conn. ~~at~~ 0915 hauled from water, commenced resting on cradle on pier 9. ~~at~~ 1000 commenced recieving all power from shore. ~~at 1100 commenced taking tail section apart to remove capsule to be taken to Fairchild Eng Pier for overhaul.~~

Malone S. Jones
ENC (SS) U.S.N.

APPROVED: Kevin Hanson LT USN U. S. N. COMMANDING

EXAMINED: ______ U. S. N. NAVIGATOR.
(SIGNATURE REQUIRED ONLY WHEN NAVIGATOR IS OTHER THAN COMMANDING OFFICER.)

RESTRICTED

LOG OF THE UNITED STATES SHIP X-1 (Name) (SSX-1) (Identification number)

(DELETE ONE) AT/PASSAGE FROM U.S. SUBMARINE BASE, N.LON. CONN. TO

ZONE DESCRIPTION +4 WED (Day) 26 (Date) OCT (Month), 1955

HOUR	BY LOG: Nautical miles	BY LOG: Tenths	COURSE (P. C.) GYRO — MAG — (Indicate which)	WIND (TRUE): Direction moving from (In degrees)	WIND: Force (Knots)	BAROMETER (CORRECTED): Height in inches	BAROMETER: Reading attached thermometer	AIR TEMPERATURE: Dry bulb	AIR TEMPERATURE: Wet bulb	Weather by symbols	CLOUDS: Form (By abbreviations)	CLOUDS: Ceiling	CLOUDS: Moving from (In degrees true)	CLOUDS: Total amount of sky covered in tenths	Visibility	SEA TEMPERATURE: At surface	SEA TEMPERATURE: Main injection	SEA CONDITIONS: Sea from (In degrees)	Sea amount 0-9	Swell from (In degrees)	Swell amount 0-9
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21
A. M. 4																					
8																					
12						SAME AS SOPA															
16																					
24																					

POSITION

HOUR	LATITUDE	LONGITUDE
0800		
1200		
2000		

FUEL

GALLONS	H2O2 (~~HEAVY FUEL~~)	DIESEL FUEL	MOTOR GASO.	AVIA. GASO.	SHIP LUB.	AVIA. LUB.
RECEIVED	0	0				
EXPENDED	0	6				
ON HAND	400	320				

MAGAZINE TEMPERATURES:

MAXIMUM

MINIMUM

00-24 Resting in cradles on pier 9 U.S. Naval Submarine Base New London, Conn. Receiving all power from shore. S.O.P.A. is Com Sub Lant. 0800 mustered crew at quarters no unauthorized absentees. 1421 tail section was hauled to building 31 by truck. 1613 Forward and middle section were hauled to building 31 by truck.

K. C. Andrew
EN1SS USN

APPROVED: Kevin Hanlon U. S. N. COMMANDING
LT USN

EXAMINED: ________ U. S. N. NAVIGATOR.

(SIGNATURE REQUIRED ONLY WHEN NAVIGATOR IS OTHER THAN COMMANDING OFFICER.)

RESTRICTED

LOG OF THE UNITED STATES SHIP X-1 (Name) (SSX-1) (Identification number)

(DELETE ONE) AT/~~PASSAGE FROM~~ U.S. Submarine Base New London TO , Conn.

ZONE DESCRIPTION +4 THURS (Day) 27 (Date) OCT. (Month), 1955

HOUR	BY LOG: NAUTICAL MILES	TENTHS	COURSE (P. C.) GYRO — MAG — (Indicate which)	WIND (TRUE): DIRECTION MOVING FROM (In degrees)	FORCE (Knots)	BAROMETER (CORRECTED): HEIGHT IN INCHES	READING ATTACHED THERMOMETER	AIR TEMPERATURE: DRY BULB	WET BULB	WEATHER BY SYMBOLS	CLOUDS: FORM (By abbreviations)	CEILING	MOVING FROM (In degrees true)	TOTAL AMOUNT OF SKY COVERED IN TENTHS	VISIBILITY	SEA TEMPERATURE: AT SURFACE	MAIN INJECTION	SEA CONDITIONS: SEA FROM (In degrees)	SEA AMOUNT 0-9	SWELL FROM (In degrees)	SWELL AMOUNT 0-9
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21
A. M. 4																					
8																					
12				Same As S.O.P.A.																	
16																					
24																					

POSITION: HOUR	LATITUDE	LONGITUDE
0800		
1200		
2000		

FUEL: GALLONS	~~HEAVY FUEL~~ H_2O_2	DIESEL FUEL	MOTOR GASO.	AVIA. GASO.	SHIP LUB.	AVIA. LUB.
RECEIVED	0	0				
EXPENDED	~~40~~ gms	0				
ON HAND	0	326				

MAGAZINE TEMPERATURES:
MAXIMUM
MINIMUM

00-24 Resting on cradle inside building 31, U.S. Naval Submarine Base, New London, Conn. Taking all power from shore. SOPA is Com Sub Lant.
0800 Mustered crew at quarters. No unauthorized absentees. Ship broken in two sections.
1015 Commenced ~~dumping~~ UNLOADING ATT H_2O_2. 1045 Secured ~~dumping~~ UNLOADING H_2O_2 ATT

J A Roberts
EM1 USN.

APPROVED: Kevin Hanlon LT USN U. S. N. COMMANDING

EXAMINED: U. S. N. NAVIGATOR.
(SIGNATURE REQUIRED ONLY WHEN NAVIGATOR IS OTHER THAN COMMANDING OFFICER.)

Check

RESTRICTED

LOG OF THE UNITED STATES SHIP USS X-1 (Name) (SSX-1) (Identification number)

(DELETE ONE) AT/PASSAGE FROM USN SUBMARINE BASE NLON, CONN. TO

ZONE DESCRIPTION +4 FRIDAY (Day) 28 (Date) OCTOBER (Month), 1955

HOUR	BY LOG: NAUTICAL MILES	BY LOG: TENTHS	COURSE (P. C.) GYRO __ MAG __ (Indicate which)	WIND (TRUE): DIRECTION MOVING FROM (In degrees)	WIND: FORCE (Knots)	BAROMETER (CORRECTED): HEIGHT IN INCHES	BAROMETER: READING ATTACHED THERMOMETER	AIR TEMPERATURE: DRY BULB	AIR TEMPERATURE: WET BULB	WEATHER BY SYMBOLS	CLOUDS: FORM (By abbreviations)	CLOUDS: CEILING	CLOUDS: MOVING FROM (In degrees true)	CLOUDS: TOTAL AMOUNT OF SKY COVERED IN TENTHS	VISIBILITY	SEA TEMPERATURE: AT SURFACE	SEA TEMPERATURE: MAIN INJECTION	SEA FROM (In degrees)	SEA AMOUNT 0-9	SWELL FROM (In degrees)	SWELL AMOUNT 0-9
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21
A. M. 4																					
8																					
12						SAME AS SOPA.															
16																					
24																					

POSITION: HOUR	LATITUDE	LONGITUDE
0800		
1200		
2000		

FUEL: GALLONS	H2O2 (~~HEAVY FUEL~~)	DIESEL FUEL	MOTOR GASO.	AVIA. GASO.	SHIP LUB.	AVIA. LUB.
RECEIVED	0	0				
EXPENDED	0	0				
ON HAND	0	320				

MAGAZINE TEMPERATURES:
MAXIMUM
MINIMUM

0000-2400 Resting on cradle inside Building 31, USN Submarine Base New London Conn. SOPA is ComSubLant. Recieving all power from shore. 0800 Mustered crew at quarters, no unauthorized absentees. ~~1140 Pulled #1 Monobloc from ship's Battery. 1330 Commenced charge on #1 Monobloc. 1522 Pulled #2 Monobloc from ship's Battery. 2330 Pulled Gyro (Master) from ship.~~ KH KH KH KH

Charles W. Annable ENB(SS) USN

APPROVED: Kevin Hanlon U. S. N. COMMANDING
LT USN

EXAMINED: ______ U. S. N. NAVIGATOR.
(SIGNATURE REQUIRED ONLY WHEN NAVIGATOR IS OTHER THAN COMMANDING OFFICER.)

Jone

RESTRICTED

LOG OF THE UNITED STATES SHIP U.S.S. X-1 (Name) (SSX-1) (Identification number)

(DELETE ONE) AT/PASSAGE FROM USN. Submarine Base New London Conn TO

ZONE DESCRIPTION +4 Saturday (Day) 29 (Date) Oct (Month), 1955

WEATHER CONDITIONS / SEA CONDITIONS (columns 1–21, hours A.M. 4, 8, 12, 16, 24): Same as SoPA

POSITION HOUR	LATITUDE	LONGITUDE
0800		
1200		
2000		

FUEL GALLONS	~~HEAVY FUEL~~ H2O2	DIESEL FUEL	MOTOR GASO.	AVIA. GASO.	SHIP LUB.	AVIA. LUB.
RECEIVED	0	0				
EXPENDED	0	0				
ON HAND	0	320				

MAGAZINE TEMPERATURES:
MAXIMUM
MINIMUM

0000-2400. Resting on cradle inside building 31, USN Submarine Base New London Conn. S.O.P.A is Com Sub Lant. Receiving all power from shore 0800 mustered crew at quarters no unauthorized absentees

Malone S Jones
ENC (SS) U.S.N.

APPROVED: Kevin Hanson U.S.N. COMMANDING
LT USN

EXAMINED: U.S.N. NAVIGATOR.
(SIGNATURE REQUIRED ONLY WHEN NAVIGATOR IS OTHER THAN COMMANDING OFFICER.)

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RESTRICTED

LOG OF THE UNITED STATES SHIP X-1 (Name) (SSX-1) (Identification number)

(DELETE ONE) AT/PASSAGE FROM U.S. SUBMARINE BASE N. LON. CONN. TO

ZONE DESCRIPTION +4 SUN. (Day) 30 (Date) OCT. (Month), 1955

HOUR	BY LOG: NAUTICAL MILES	BY LOG: TENTHS	COURSE (P. C.) GYRO / MAG (Indicate which)	WIND (TRUE): DIRECTION MOVING FROM (In degrees)	WIND (TRUE): FORCE (Knots)	BAROMETER (CORRECTED): HEIGHT IN INCHES	BAROMETER (CORRECTED): READING ATTACHED THERMOMETER	AIR TEMPERATURE: DRY BULB	AIR TEMPERATURE: WET BULB	WEATHER BY SYMBOLS	CLOUDS: FORM (By abbreviations)	CLOUDS: CEILING	CLOUDS: MOVING FROM (In degrees true)	CLOUDS: TOTAL AMOUNT OF SKY COVERED IN TENTHS	VISIBILITY	SEA TEMPERATURE: AT SURFACE	SEA TEMPERATURE: MAIN INJECTION	SEA FROM (In degrees)	SEA AMOUNT 0-9	SWELL FROM (In degrees)	SWELL AMOUNT 0-9
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21
A. M. 4																					
8																					
12						SAME AS SOPA															
16																					
24																					

POSITION

HOUR	LATITUDE	LONGITUDE
0800		
1200		
2000		

FUEL

GALLONS	~~HEAVY FUEL~~ H2O	DIESEL FUEL	MOTOR GASO.	AVIA. GASO.	SHIP LUB.	AVIA. LUB.
RECEIVED	0	0				
EXPENDED	0	0				
ON HAND	0	320				

MAGAZINE TEMPERATURES:
MAXIMUM
MINIMUM

00-24 Resting in cradles inside building 31 at U.S. Naval Submarine Base New London, Conn. Receiving all power from shore. S.O.P.A. is Com Sub Lant. 0800 mustered crew at quarters no unauthorized absentees.

K. C. Andrews
EN1SS USN

APPROVED: Kevin Hanson U. S. N. COMMANDING
AT OSA

EXAMINED: U. S. N. NAVIGATOR.
(SIGNATURE REQUIRED ONLY WHEN NAVIGATOR IS OTHER THAN COMMANDING OFFICER.)

Rob

RESTRICTED

LOG OF THE UNITED STATES SHIP X-1 (Name) (SSX-1) (Identification number)

(DELETE ONE) AT/~~PASSAGE~~ FROM U.S. Submarine Base, New London TO Conn.

ZONE DESCRIPTION +5 Mon. (Day) 31 (Date) Oct (Month), 1955

HOUR	BY LOG: NAUTICAL MILES	TENTHS	COURSE (P. C.) GYRO — MAG — (Indicate which)	WIND (TRUE): DIRECTION MOVING FROM (In degrees)	FORCE (Knots)	BAROMETER (CORRECTED): HEIGHT IN INCHES	READING ATTACHED THERMOMETER	AIR TEMPERATURE: DRY BULB	WET BULB	WEATHER BY SYMBOLS	CLOUDS: FORM (By abbreviations)	CEILING	MOVING FROM (In degrees true)	TOTAL AMOUNT OF SKY COVERED IN TENTHS	VISIBILITY	SEA TEMPERATURE: AT SURFACE	MAIN INJECTION	SEA FROM (In degrees)	SEA AMOUNT 0-9	SWELL FROM (In degrees)	SWELL AMOUNT 0-9
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21
A. M. 4																					
8																					
12																					
16					Same as S.O.P.A.																
24																					

POSITION

HOUR	LATITUDE	LONGITUDE
0800		
1200		
2000		

FUEL

GALLONS	~~HEAVY FUEL~~ 4202	DIESEL FUEL	MOTOR GASO.	AVIA. GASO.	SHIP LUB.	AVIA. LUB.
RECEIVED	0	0				
EXPENDED	0	0				
ON HAND	0	320				

MAGAZINE TEMPERATURES:
MAXIMUM
MINIMUM

00-24 Resting on cradle inside building 31 U.S. Submarine Base, New London, Conn. Receiving all power from shore. SOPA is ComSubLant. 0800 mustered crew at quarters. No unauthorized absentees.

J. A. Roberts
EM1 USN.

APPROVED: Kevin Hanlon U. S. N. COMMANDING
LT USN

EXAMINED: U. S. N. NAVIGATOR.
(SIGNATURE REQUIRED ONLY WHEN NAVIGATOR IS OTHER THAN COMMANDING OFFICER.)